

SHORT TROLLEY ROUTES



IN THE LEHIGH RIVER VALLEY

Carl F. Heydringer

by purchase April 1968

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Lehigh Valley Chapter

National Railway Historical Society, Incorporated
Allentown, Pennsylvania

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COVER PHOTOGRAPH — View of Tatamy Junction along
Northampton Traction Company, circa,
1905. From the collection of Kenneth L.
Von Steuben.

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To Frederick E. Barber

A friend, historian, and technician, the Lehigh Valley Chapter, National Railway Historical Society, Incorporated proudly dedicates this book.

Without Fred's accumulated historical data, wealth of technical facts, and rare photographs this history could not have attained the quality which it has.

P R E F A C E

Twelve short electric street railway companies, whose combined mileage failed to equal Lehigh Valley Transit Company's 200-mile network, at one time served various communities which are located within a twenty-five mile radius of Allentown, Pennsylvania. Only one of the systems, however, served Allentown. These companies were identified, according to their last corporate title, as follows: Mauch Chunk Transit Company (12.0 miles); Allentown and Reading Traction Company (40.0 miles); Northampton Transit Company (21.5 miles); Bangor and Nazareth Transit Company (8.5 miles); Philadelphia and Easton Transit Company (31.0 miles); Blue Ridge Traction Company (6.7 miles); Eastern Pennsylvania Railways Company (Tamaqua-Mauch Chunk only, 19.0 miles); New Jersey Interurban Company (18.1 miles); Bethlehem Transit Company (7.0 miles); Allen Street Railway Company (5.2 miles); and Stroudsburg Traction Company (Portland-Stroudsburg only, 11.0 miles). Eight systems operated either entirely or for the most part within Lehigh River valley and four operated mainly outside the area but established terminal facilities of projections into the valley.

Mauch Chunk Transit Company, the first of the group to commence operations, inaugurated service in Mauch Chunk (Jim Thorpe) in 1893 and Allentown and Reading Traction Company, the last to offer service, abandoned electric railway service between Allentown's business district and western suburbs less than one-half century later in 1936. Mauch Chunk Transit Company and Allentown and Reading Traction Company, in addition to being the first and last to offer service, also operated over the longest span of time—thirty-eight years. Stroudsburg Traction Company's route from Delaware Water Gap to Portland, originally Water Gap and Portland Street Railway Company, lasted the shortest time—fifteen years. All twelve systems abandoned railway service between 1924 and 1936.

Individual histories have been listed according to the company's last title which in some instances is not the name by which it has been more familiarly known. It should be noted that each company at one time or another underwent corporate adjustments. Individual texts are presented in the chronological order by which the companies commenced revenue service in the Lehigh River valley and not according either to corporation or organizational date. Neither favoritism nor prejudice have influenced the manner of presentation of facts, photos, or length of coverage; however, the reader must realize that some companies developed a more colorful and comprehensive history than others. Complete historical coverage of systems which operated mainly outside Lehigh River valley but served the area with a projection has not been attempted.

Information herein recorded emanated from sundry sources: various issues of THE MARKER, historical publications issued by North Jersey Chapter N.R.H.S. under the direction of Howard E. Johnston and Wilbur E. Wyckoff; TROLLEY LINES IN THE SWITZERLAND OF AMERICA, Harry David Lentz, Jr.; TRACTION DATA SHEETS by Bensen Rohrbeck; various trade and financial journals; microfilm records from the library of Call-Chronicle Newspapers, Inc.; community histories and souvenir booklets; brochures; discussions with people directly or indirectly associated with the various electric railway companies; and data buried in the files of railway historians both locally and nationally. Unfortunately, official records of these companies have long since been destroyed; thereby, eliminating any authentic sources of facts. Some available data is vague. Detailed corporate changes have been kept to a minimum in the texts inasmuch as this rendition has been especially presented in compact form so that it can be readily enjoyed by the layman rather than the technician. When actual dates have not been available an approximate date has been entered in order to establish a chronological flow of information. Contributors of materials have been listed alphabetically on the title page.

Photographs which appear after each system's history represent the most appropriate which could be gathered for this publication although, in some instances, the quality is not the best. The views reflect the type of rolling stock operated as well as the locale which the company served. Lack of photographs in quantity made it impossible to co-ordinate scenes and text. The sections of photographs should be considered as individual albums.

Issuance of SHORT TROLLEY ROUTES IN THE LEHIGH RIVER VALLEY by Lehigh Valley Chapter, National Railway Historical Society, Incorporated, represents the chapter's ninth rendition in its publication program which began in 1955 and completes the coverage of all public railway activity within Lehigh River valley of eastern Pennsylvania. Two previous books had covered other phases: one, the various railroads which serve or served the area and, the other, Lehigh Valley Transit Company's larger street railway system. The texts and photographs which are presented on the pages which follow will recall fond memories for oldsters when the "Toonervilles" swayed and bounced along right of ways now long since obliterated and will acquaint youngsters with the phase of public transportation which fell victim to the privately owned automobile, the autobus, and the airplane.

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MAUCH CHUNK TRANSIT COMPANY

Financiers of Philadelphia during the last decade of the Nineteenth Century foresaw an electric railway system as an efficient conveyor of tourists between both Lehigh Valley Railroad Company's station and The Central Railroad Company of New Jersey's station in Mauch Chunk and Mauch Chunk, Summit Hill and Switchback Railroad Company's station located in Upper Mauch Chunk. The famous gravity railroad had been retired in 1870 as an anthracite coal carrier and had been converted by lessees to a passenger railway. After conversion to a tourist operation this unique railway plus surrounding natural scenic beauty attracted hoards of visitors to Mauch Chunk from all sections of eastern United States. These visitors came to Mauch Chunk via the railroads.

The Carbon County Electric Railway Company received a charter on February 4, 1892, to construct a wide gauge (five feet, two and one-half inches) electric railway from Mauch Chunk to Glen Onoka, a resort located northward from Mauch Chunk along the wall of Lehigh River gorge and from Mauch Chunk to Lehighton via Packerton and Jamestown along the public highway. On September 5, 1893, the new electric railway company inaugurated service from a point along Susquehanna Street near the bridge which extended across Lehigh River to Lehigh Valley Railroad Company's station to switchback railroad's station via Broadway, Hemlock Street, private right of way, South Street, Pine Street, and Center Street. The street railway company built a carbarn in Upper Mauch Chunk near South Street and obtained electricity from a water power generating system built at Packer's Dam located in the Lehigh

River.

Trackage reached East Mauch Chunk when the company opened a one and one-half mile projection northeastward from a junction with the original route in Mauch Chunk at Broadway and Susquehanna Street in 1898. Tracks followed Lehigh Street for several hundred feet and crossed the bridge which spanned Lehigh River between Mauch Chunk and East Mauch Chunk and followed River, Front, Center, Sixth, North, and Tenth streets to a terminus at East Mauch Chunk's athletic field. Effective 1902 the route served Lehigh Valley Railroad Company's new Mauch Chunk station located in East Mauch Chunk southward from the Mauch Chunk-East Mauch Chunk bridge. Plans to reach Glen Onoka had been abandoned and the track on Susquehanna Street, although retained, became dormant after the station had been relocated.

An independent group formed Slatington and Palmerton Street Railway Company on December 11, 1900, and planned construction of an electric street railway along public highways from The Carbon County Electric Railway Company's terminus on Susquehanna Street near Mansion House to Lehigh Valley Traction Company's terminus in Slatington. The Carbon County Electric Railway Company and Slatington and Palmerton Street Railway Company merged on March 27, 1901, and formed Mauch Chunk, Lehighton and Slatington Street Railway Company.

The new organization awarded a contract for construction of Mauch Chunk-Lehighton trackage on May 13, 1901, but relocated the route from along the public highway onto higher and lengthier private right of way which traversed Flagstaff, or

Bear, Mountain. Plans to connect with Lehigh Valley Traction Company's trackage resulted in reduction of existing track and construction of the new route to standard gauge dimensions (four feet, eight and one-half inches).

While the southward projection had been discussed another group planned entrance into Mauch Chunk from a northerly direction. Tamaqua and Lansford Street Railway Company, a standard gauge system built by Lehigh Coal and Navigation Company, inaugurated service from Tamaqua to Lansford in 1897 and in summer, 1903, reached Mauch Chunk via Nesquehoning. In Mauch Chunk the system operated over tracks of Mauch Chunk, Lehigh and Slatington Street Railway Company after construction of a junction at the west end of Mauch Chunk-East Mauch Chunk bridge. Thereafter, a close relationship between both systems existed. Tamaqua and Lansford Street Railway Company and various street railways in Pottsville merged in 1906 and formed Eastern Pennsylvania Railways Company.

Mauch Chunk. Lehigh and Slatington Street Railway Company inaugurated service in 1903 over their new route from Mauch Chunk via Flagstaff Mountain, Beaver Run, and Lehigh Fairground to a point located near the western terminus of Lehigh - Weissport bridge in Lehigh. Trackage in Lehigh from the fairgrounds followed Mahoning. South, and First streets and Bankway. Another short projection branched northward along First street from South Street to Jamestown. New construction increased the railway company's total mileage to twelve miles. Simultaneously, the company erected another carbarn and built an anthracite coal burning powerhouse at

Hackleburnie located along the new route westward from Mauch Chunk. The original carbarn in Upper Mauch Chunk became a storage unit after the new carbarn had been completed.

New trackage construction and installation of improved facilities strained the railway company's financial structure. Consequently, on April 12, 1904, Mauch Chunk, Lehigh and Slatington Street Railway Company was sold under foreclosure. Carbon Street Railway Company, the successor, received its charter on October 18, 1904, and commenced operation of the property.

Carbon Street Railway Company survived four years before it succumbed to foreclosure proceedings on May 16, 1908. New owners commenced operation on July 27, 1908, as Carbon Transit Company. While ownership of the electric railway changed, Flagstaff Park was opened on a 75 acre tract of land located on the mountain top eight hundred and twenty-five feet above Lehigh River. Tourists from surrounding states climaxed their visit to Mauch Chunk and switchback railroad by viewing, from the park's observation pavilion, the beautiful Lehigh River valley which had become famous as "Switzerland of America." Amusement, dancing, and picnic facilities also attracted residents and social groups from neighboring towns and rural areas.

Destruction of Upper Mauch Chunk carbarn and five open cars by fire in 1917 marred an otherwise successful period of operation. Carbon Transit Company immediately rehabilitated and replaced rolling stock but abandoned the carbarn site. In addition, the company had attempted to extend trackage from Lehigh to Slatington in 1910 but

failed to obtain permission to lay track on the Lehigh - Weissport bridge which spanned Lehigh River. This projection would have served Weissport, Parryville, Bowmans-town, Palmerton and Lehigh Gap enroute. Following World War I the company's fortunes deteriorated and it was sold under foreclosure on March 13, 1919, after failing to pay interest on bonds. New owners identified the property as Mauch Chunk and Lehigh Transit Company.

Fire destroyed the carbarn at Hacklebernie and several cars of various types in 1924 and complicated operations. However, the company quickly replaced destroyed rolling stock with a variety of second hand closed cars, including the Birney-type, and built a small shelter-type carbarn on the site. Competition from privately owned automobiles plus the lengthy inconvenient circuitous route through sparsely populated mountainous territory between Mauch Chunk and Lehighton caused loss in patronage. In addition, equipment generally had become obsolete to the extent that the public vociferously expressed uncomplimentary remarks about accommodations. Power transmission facilities also proved to be unsatisfactory. Mauch Chunk and Lehighton Transit Company, accordingly, altered conditions by removing trackage between Lehighton and Flagstaff Park on January 6, 1925, and using the best rails to rehabilitate tracks in Mauch Chunk and East Mauch Chunk.

Mauch Chunk and Lehighton Transit Company sold its property to Lehigh Power Securities Corporation on June 30, 1925. This organization incorporated the property as Mauch Chunk Transit Company and assigned Eastern Pennsylvania

Railways Company as manager. The managers abandoned Hacklebernie power station, purchased power directly from a public utility, transferred several red painted single truck and double truck closed cars from its roster to Mauch Chunk Transit Company's roster, and scrapped most of the other cars.

Patronage, however, declined steadily and the railway company abandoned Flagstaff Park - Hacklebernie trackage in 1929 and all remaining trackage on October 28, 1931. Three shabby Birney-type cars plus two large double truck cars, all transferred earlier from Eastern Pennsylvania Railways Company's roster, maintained Mauch Chunk-East Mauch Chunk service at the end of railway operations. Autibus service immediately replaced electric railway schedules over identical streets covered by electric cars. Meanwhile, effective August 15, 1931, Eastern Pennsylvania Railways Company had abandoned New Philadelphia - Mauch Chunk trackage.

Electric railway cars, which totaled approximately forty units over the years of operation, represented an odd and motley assortment of single and double truck closed and open types. Only a few cars had been purchased new, the others represented second hand acquisitions from various companies located throughout eastern United States. Prior to Eastern Pennsylvania Railways Company's managership green predominated as the color scheme. A single truck snow sweeper and an ex-funeral car converted into line repair service were the only motorized utility units, but passenger cars, by either towing or pushing a variety of motorless dump cars, accomplished general maintenance assignments.



Randolph L. Kulp Collection

Crews of The Carbon County Electric Railway Company pose with cars Nos. 6 and 1 on Broadway in Mauch Chunk, circa, 1895.



Allan H. Berner Collection

Single truck summer car No. 2 of Carbon Street Railway Company approaches the derail switch near Flagstaff Park on the descent of Bear Mountain toward Mauch Chunk, May 13, 1906.



Allan H. Berner Collection

Lehigh-bound summer car No. 2 stands before the station at Flagstaff Park, May 13, 1906.



Allan H. Berner Collection

Lehigh-bound summer car No. 2 stands on viaduct at Beaver Run located near Lehigh, May 13, 1906.



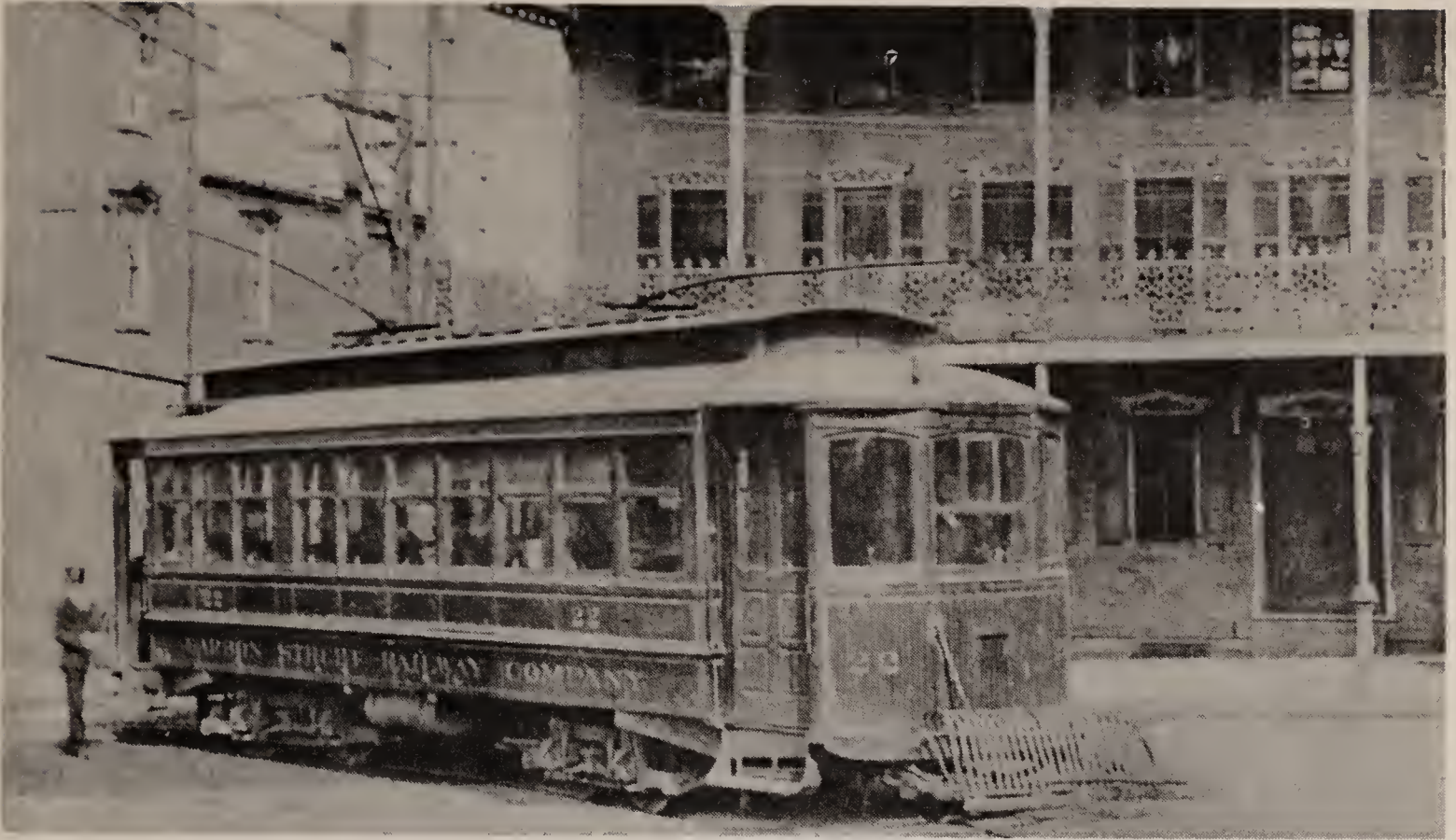
Allan H. Berner Collection

Summer cars Nos. 2 and 3, Lehigh-bound, pass No. 4, Mauch Chunk-bound, in siding located at the foot of Bear Mountain toward Mauch Chunk, May 13, 1906.



Randolph L. Kulp Collection

Single truck closed car No. 41, after running out of control down hill on South Street, Lehigh, derailed and smashed into Exchange Hotel on First Street, winter, 1907.



Gene D. Gordon Collection

Double truck closed car No. 22, enroute from Jamestown to Mauch Chunk, enters South Street from First Street in Lehigh, circa, 1907.



Randolph L. Kulp Collection

A view of devastation on Broadway in Mauch Chunk after Mauch Chunk Creek flooded, circa, 1907. Junction of the route to Upper Mauch Chunk is visible in the rubble.



Randolph L. Kulp Collection

Summer car No. 12 of Carbon Transit Company, assigned to maintenance work, and a motorless dump car derailed before Exchange Hotel in Lehighton after running out of control down South Street, summer, 1914.



Randolph L. Kulp Collection

Single truck closed car No. 41 and crew, Mauch Chunk-bound, stand at Flagstaff Park, circa, 1916.



Randolph L. Kulp Collection

Mauch Chunk-bound double truck car No. 32 and crew pose at Flagstaff Park, circa, 1916. The car had been equipped with a smoker compartment.



Randolph L. Kulp Collection

Car No. 24, a revised summer car, stands in Upper Mauch Chunk, circa 1916.



Randolph L. Kulp Collection

Double truck car No. 43 stands on South Street near Cherry Street in Upper Mauch Chunk while maintaining the Upper Mauch Chunk-East Mauch Chunk schedule, summer, 1923.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Yard scene at Hacklebernie shortly after carbarn had been destroyed by fire, November 4, 1924.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Heavy double truck semi-interurban car No. 334, on loan from Eastern Pennsylvania Railways Company, passes through Hackleburnie while maintaining the Mauch Chunk-Lehighon schedule, November 4, 1924.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

After service had been converted to autobus operations, abandoned cars Nos. 251, 250, 125, 126, and 127 on loan from Eastern Pennsylvania Railways Company, awaited scrapping on spur which had formerly led to the carbarn in Upper Mauch Chunk, November, 1931.



Lewis L. Hoy Collection

Birney car No. 131 represents the type car which Eastern Pennsylvania Railways Company had transferred to Mauch Chunk Transit Company in 1925 for Mauch Chunk-East Mauch Chunk service.



Lewis L. Hoy Collection

Interior view of Birney car No. 131. Sign on bulkhead reads "Smoking and Spitting Prohibited" by order of Mauch Chunk Transit Company.

ALLENTOWN AND READING TRACTION COMPANY

The "Dorney Park Line," as most Allentonians identified Allentown and Reading Traction Company, represented an organization which endured many frustrating disappointments during its interesting history. Allentown and Kutztown Traction Company, the predecessor organization, received a charter on February 27, 1895, to carry mail and passengers between Allentown and Kutztown but failed to operate within the specified time limit and consequently surrendered the charter. One and one-quarter miles of standard gauge track had been laid from the southern boundary of Center Square, or Seventh and Hamilton streets intersection, Allentown via Walnut Street to the carbarn in Griesemersville village located near Cedar Creek westward from Allentown's boundary, but overhead wire had not been strung. As months passed dirt slowly covered the dormant track.

Another group of investors acquired control of the property on April 25, 1898, and on June 10, 1898, received a charter from Allentown council which expired at midnight December 10, 1898, and listed a forfeit fee of \$25,000 in the event that cars failed to operate. Construction of road way commenced westward from Griesemersville, location of carbarn, powerhouse, and office, to Wescosville via Cedar Creek meadows, and on November 15, 1898, the company inaugurated improvised passenger service between the carbarn and Lehigh County Almshouse with a conventional railroad coach drawn by a small steam locomotive purchased from Manhattan Elevated Railroad Company in New York City. Effective November 23, 1898, steam locomotive service reached Wescosville from Griesemersville. During this

period the company's owners vacillated between either the installation of a complete electric railway system or a dual arrangement which would have established electric railway car operations within Allentown's boundaries and carbonic gas propelled cars in rural areas. Meanwhile, construction crews began to string overhead wires in Allentown and to remove dirt which had covered the track since 1895.

Construction generally lagged and fulfillment of charter obligations imposed by Allentown council seemed impossible; however, dramatic action on the last day avoided failure. By 10:00 p.m., Saturday, December 10, 1898, car No. 1, an olive green closed single truck type, had been placed on company tracks. The car had been unloaded from a railroad flat car at Allentown Terminal Railroad Company's freight station earlier in the day and had been operated under its own power up Hamilton Street to Center Square over Lehigh Valley Traction Company's tracks. Four horses dragged the car southward over the macadam paving at Center Square to Allentown and Kutztown Traction Company's terminus. President Schmick and other company officials plus a few local citizens boarded the car at approximately 11:45 p.m. After approval had been issued the car departed; moved slowly along Walnut Street, crossed city line at Seventeenth and Walnut streets three minutes before midnight; descended Walnut Street hill to Griesemersville; and halted in the carbarn. The next day the traction company operated a half hour schedule between Center Square and Griesemersville. Introduction of electric car service eliminated the use of the steam locomotive and railroad coach; however, until stringing of over-

head wire had been accomplished, several weeks passed before electric car service reached Wescosville.

Satisfaction of Allentown's charter obligations encouraged completion of the route to Kutztown. Electric cars reached Trexlertown, April 16, 1900; Breinigsville July 30, 1900; Rothrocksville, September 12, 1900; and Kutztown's eastern boundary, December 22, 1900. Cars entered Kutztown on February 6, 1902, after the company had settled crossing difficulties with Philadelphia and Reading Railway Company and a paving agreement with Kutztown's town council. Between Griesemersville and Wescosville the route served Duck Farm Hotel; village of Cetronia; Dorney Park, founded in 1860 as Dorney's Fish Weir and identified as an amusement park effective 1884; and Lehigh County Almshouse (Cedarbrook Home). In 1901 Allentown and Kutztown Traction Company purchased Dorney Park.

While construction of trackage had approached Kutztown, Kutztown and Fleetwood Street Railway Company's predecessor received a charter on April 18, 1901, to build a wide gauge route between Kutztown and Reading via Lyons, Fleetwood, Blandon and Temple. Allentown and Kutztown Traction Company leased Kutztown and Fleetwood Street Railway Company on February 6, 1902, and on July 10, 1902, reorganized as Allentown and Reading Traction Company. Electric cars inaugurated Kutztown-Reading service on October 16, 1902, by operating over Union Traction Company's trackage between Temple and Penn Square located in Reading's business district. Establishment of Reading-Kutztown service increased route mileage to forty miles: owned, Allentown-Kutztown, twenty miles; leased, Kutztown-

Temple, fourteen and six-tenths miles; and exercised operating rights, Temple - Reading, five and four-tenths miles. Allentown-Kutztown trackage became known as Allentown Division and Kutztown-Reading as Reading Division.

The laying of three rails through Kutztown permitted Reading Division's wide gauge cars to operate eastward as far as Kutztown Park and Allentown Division's standard gauge cars as far westward as Keystone State Normal School (Kutztown State College); however, transfer of passengers from one division's regular car to the other's occurred on Main Street near the spur which extended to the carbarn. Kutztown carbarn had been built southward from the main route in the town's eastern section. Three rails also permitted entrance of both divisions' cars into the carbarn for service. A powerhouse built on the site supplied electricity for both divisions and a battery substation located in Blandon supplemented power for the Kutztown - Temple section.

Allentown and Kutztown Traction Company's projects designed to reduce operating costs and improve service usually failed. The company conducted gas-electric engine experiments with a shop-built articulate car equipped with a stationary center section and car No. 26, a single truck Duplex type, equipped with a truck having one mechanical and one idle axle. Failure to ascend the grade between Wescosville and the almshouse, various mechanical difficulties, and an explosion of the engine eventually cancelled further projects. Open trailer car operation also had been unsuccessfully conducted during a summer season between Allentown and Dorney Park.

The traction company studied var-

ious expansion projects between 1902 and 1910: double track the heavily patronized section between Allentown and Dorney Park, 1903; extend trackage within Allentown city limits to serve Lehigh Valley Railroad Company's passenger station and Allentown Fairground via a semi-circular projection, February, 1904; construct a branch to Fogelsville from a junction with the main route near Wescosville, 1906; and relocate trackage to provide a more direct high speed route between Allentown and Reading, February, 1909. Double tracking of the section between Fifteenth and Walnut streets, Allentown, and Dorney Park represents the only project completed. In 1915 the company abandoned Allentown powerhouse and purchased electricity from Lehigh Valley Transit Company; however, the Kutztown installation, sold to the borough in 1924, supplied electricity for the duration of street car service. As a convenience for patrons, especially strangers, the traction company installed a pole in the southwest corner of Center Square, Allentown, and attached a sign lettered "To Dorney Park."

Allentown and Reading Traction Company's track meandered irregularly over the countryside and served many towns and villages between Allentown and Temple. This arrangement encouraged local patronage, but the resultant lengthy two-hour and forty-eight minute schedule between Allentown and Reading, a distance of forty miles, plus the transfer between standard and wide gauge cars in Kutztown discouraged direct patronage. Instead, patrons preferred convenient steam train service offered by Philadelphia and Reading Railway Company's East Penn Branch. Passenger traffic between Allentown and Dorney Park during summer mon-

ths always accounted for the greater share of the company's revenue. Dispatchers employed every available car to transport huge crowds to and from the popular recreation area. Crews followed no particular schedule but departed from either Center Square, Allentown, or the park when all seats of the car had been occupied or when unneeded cars stood idle. In order not to have too many cars grouped either in Allentown or at the park a dispatcher stationed along the rural right of way near Cetronia changed directions of cars via a trailing crossover as traffic volume required. Open cars carried the overflow of passengers on side running boards and on both platforms.

Allentown and Reading Traction Company operated a profitable freight business over both divisions prior to World War I. A double truck freight motor car assigned to each division served villages and provided door-to-door pick-up in towns. It was common to observe the Allentown Division freight car carrying excess commodity either in the fenders, or cow catchers, or on a four-wheel trailer flat car attached to the motor car by means of a draw bar.

The company's rolling stock roster which totalled sixty-two passenger and six non-revenue cars mostly represented second hand purchases arranged with other companies. New cars had been purchased only in the early years of operation. In the course of its history the traction company purchased cars from Coney Island and Brooklyn Railroad, New York; Capital Traction Company, Washington, D.C.; Trenton, Bristol and Philadelphia Street Railway, Pennsylvania; Philadelphia Rapid Transit Company, Pennsylvania; Pennsylvania - New Jersey Traction Company, Pennsylvania;

Bristol County Traction Company, Briggs Corners, Rhode Island; and Fishkill Electric Railway Company, New York. The latter purchase, arranged in 1928, represented four Birney cars and ended the use of open cars. Consistent purchase of second hand cars established a roster which included a motley group of vehicles: a variety of small single truck open cars, several small single truck closed type cars, and various sizes and types of double truck closed cars.

A rotary snow plow, a single truck nose snow plow, a single truck passenger car converted to line service, a single truck passenger car equipped with a blade for snow removal, and two double truck freight cars represented motorized non-revenue entries on the roster. When severe snow storms struck the Allentown area and halted operations, the crews, idled by conditions, usually boarded a double truck car and by manually shovelling snow opened the route along Allentown's streets between the carbarn and 7th and Hamilton streets.

Allentown and Reading Traction Company never modernized its operations as compared to Lehigh Valley Transit Company, the largest and most modern system which operated in Lehigh River valley. Most cars had been equipped with hand brakes and mechanical hand door levers rather than air controlled types; rattan and wooden seats rather than leather upholstered types; individual metal signs instead of illuminated cloth roller destination signs; coal heating system instead of electric seat heaters; and a wire "cow catcher" type fender rather than lifeguards. Automatic signals never replaced the manual type along rural right of way. In Allentown signals had not been installed at turnouts; instead, turn-

outs had been purposely located on the crest of small hills along Walnut Street to enable motormen to look toward the next turnout before entering onto single track. At the Twelfth and Walnut streets siding cars followed the left side in order to provide a better view of sidings located at Tenth and Fifteenth streets. Allentown and Kutztown carbarns, a small storage shed in Breinigsville, and the main office in Allentown had been wooden structures.

Paint scheme of cars represented an irregular pattern. Allentown and Kutztown Traction Company's new cars had been painted olive green, but cars purchased second hand from Coney Island and Brooklyn Railroad Company retained the Indian red color. Later, solid green replaced olive green with a later addition of cream trim on closed cars. A few cars purchased second hand from Philadelphia Rapid Transit Company retained the original owner's traction orange and cream colors for several years. Four Birney cars which had been purchased from Fishkill Electric Railway Company in 1928 received a red and cream trim scheme, but in 1934 the company painted two cars gold in recognition of Dorney Park's fiftieth anniversary. In 1933, along with re-numbering the company applied a red and silver paint scheme to the four single truck Birney cars and six double truck cars. However, two single truck and three double truck closed cars which remained on the roster retained a predominantly green color scheme.

Although ownership of Dorney Park appeared to be a profitable venture, Allentown and Reading Traction Company sold its holdings to private interests circa, 1925. Revenue from railway operations also seemed to be sound; however, pri-

vately owned automobiles became more competitive. As competition increased after 1925 and revenues dwindled the traction company curtailed services and abandoned trackage: East Texas-Kutztown, November 1, 1929; Temple-Kutztown, February 25, 1930; and Lehigh County Home-East Texas, 1934. Four and one-half miles of track remained between Center Square, Allentown, and Lehigh County Home to serve Dorney Park, the county home, Cedar Crest College, Cedar Beach, and residents of Allentown's expanding western suburbs. Antiquated cars and poor condition of trackage plus no plans for improvement foretold the inevitable abandonment of electric railway service.

Allentown and Reading Traction Company converted from street railway operations to autobus service on March 27, 1936. During the weeks which followed double truck passenger car No. 8 was used by linemen in the dismantling of overhead wire. Lehigh Valley Transit Company acquired and scrapped four double truck cars as compensation for unpaid power bills, but a scrap metal dealer purchased the rails and remaining cars. The traction company dismantled the dilapidated carbarn. Autobuses operated under Allentown and Reading Traction Company's control from a Dorneyville location until the company dissolved and sold its holdings and franchise to an independent operator after World War II.



Howard P. Sell Collection

View of original single track right of way along Cedar Creek eastward from Cetronia, winter, 1898-1899.



Howard P. Sell Collection

Allentown and Kutztown Traction Company's single truck closed car No. 1 approaches Dorney Park from Cetronia on original single track right of way, winter, 1898-1899.



Howard P. Sell Collection

Westbound single truck closed car No. 1 enters Dorney Park, winter, 1898-1899.



Howard P. Sell Collection

Car No. 26, a Duplex winter-summer type single truck car, stands on right of way between Dorney Park and Lehigh County Almshouse, winter, 1898-1899.



Alton A. Muthard Collection

Single truck summer car No. 426, equipped for stringing and repairing overhead wire, posed with maintenance crew eastward from Dorney Park, circa, 1900.



John P. Scharle Collection

Allentown and Reading Traction Company's wide gauge double truck car No. 34 stands in Fleetwood, circa, 1902.



Randolph L. Kulp Collection

Dorney-Park-bound summer car No. 15 enters the left side of the turnout located at 12th and Walnut Streets, Allentown, circa, 1905.



Randolph L. Kulp Collection

Double truck car No. 22, enroute to Kutztown, stands on right of way along Cedar Creek westward from Duck Farm Hotel, Griesemersville (Allentown), circa, 1905.



Elwood C. McEllroy Collection

Single truck summer car No. 3 of Allentown Division stands before Kutztown Car barn, circa, 1910.



Randolph L. Kulp Collection

Allentown-bound single truck summer car No. 8, one of the few open cars which operated regular Allentown-Kutztown schedules, passes through Trexlertown, circa, 1910.



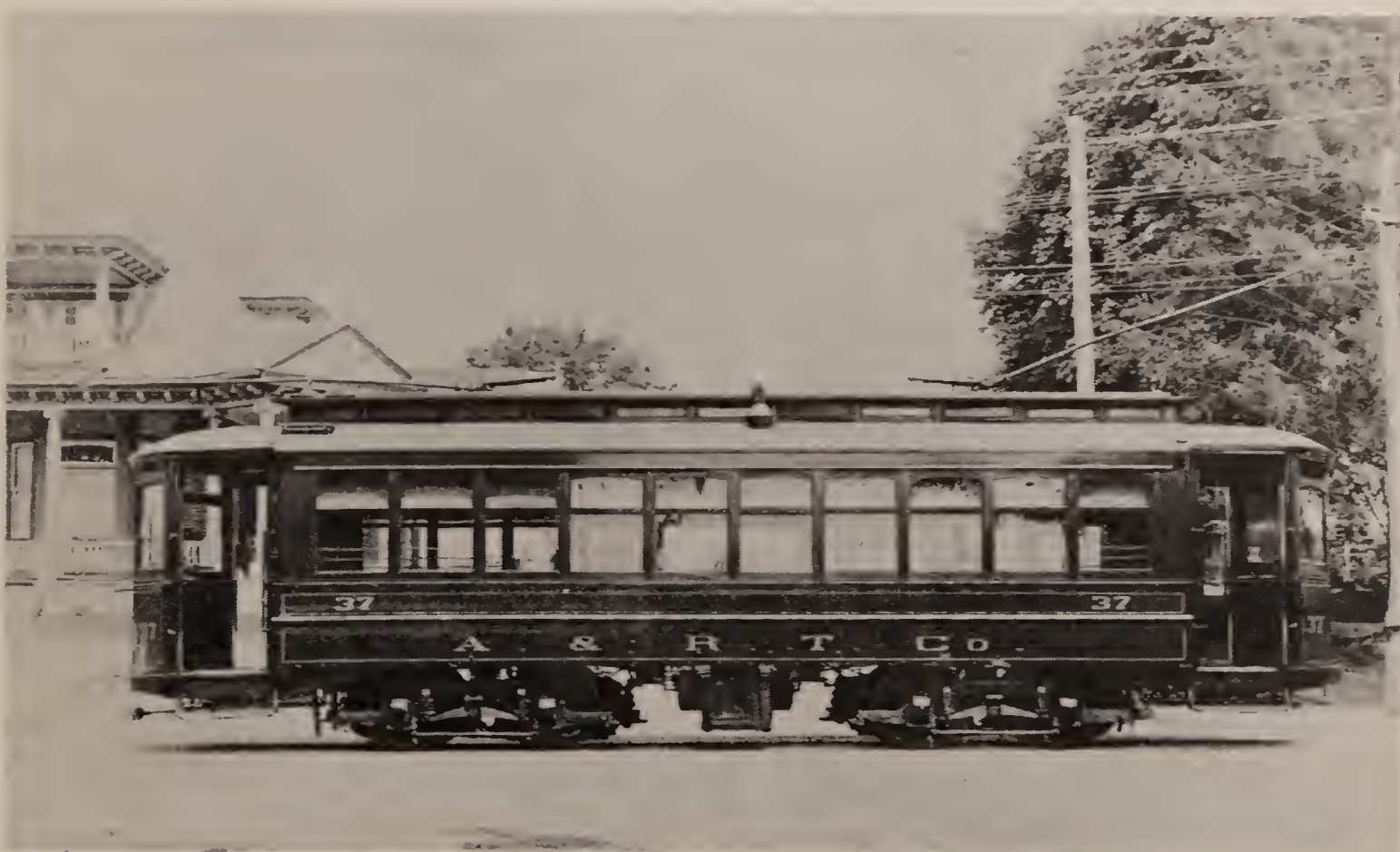
Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Freight motor car No. 23 of Allentown Division stands at Main and Maple streets, Kutztown, at conclusion of a trip from Allentown, circa, 1910.



Wilbur E. Wyckoff Collection

Double truck closed car No.32, one of the few cars which served both Allentown and Reading divisions, stands before Kutztown Car barn, circa, 1915.



Wilbur E. Wyckoff Collection

Double truck closed car No. 37, a Reading Division assignee, stands at Main and Maple streets, Kutztown, circa, 1915.



Frederick E. Barber

Double truck car No. 25, purchased used from Philadelphia Rapid Transit Company, approaches 10th and Walnut streets intersection, Allentown, while maintaining the Allentown-Kutztown schedule, summer, 1924.



Frederick E. Barber

Single truck summer cars Nos. 2 and 5 stand at Dorney Park prepared for trip to Allentown, summer, 1924.



Frederick E. Barber

Conductor of Dorney Park-bound single truck summer car No. 1 prepares to flag crossing of Lehigh Valley Transit Company's tracks at 8th and Walnut streets intersection, Allentown, summer, 1924.



Frederick E. Barber

Single truck summer car No. 8, purchased second hand from Coney Island and Brooklyn Railroad Company, unloads passengers at Dorney Park, summer, 1924. The two-man crew unhooks "cow catcher" for transfer to the other end.



Frederick E. Barber

Allentown-bound double truck closed car No. 20, maintaining the Kutztown-Allentown schedule, passes single truck summer car No. 17 standing in storage spur near roller coaster at Dorney Park, summer, 1924.



Frederick E. Barber

Double truck closed car No. 29, purchased second hand from Bristol County Traction Company in Rhode Island, moves along Walnut Street near Cedar Creek, Allentown, enroute to Dorney Park, summer, 1924.



Frederick E. Barber

Dorney Park-bound summer car No. 5 accommodates a passenger at 7th and Walnut streets, Allentown, summer, 1928.



Frederick E. Barber

Single truck summer car No. 16 stands at Allentown terminus, 7th and Hamilton streets, Allentown, while maintaining the Dorney Park schedule, July 20, 1924.



Harold Fausnacht Collection

Double truck closed car No. 38, operating the Kutztown-Reading schedule, moves through Penn Square, Reading, circa, 1928.



Elwood C. McEllroy Collection

Double truck closed car No. 31, assigned to Reading Division, stands before Kutztown Car barn, circa, 1928. Three rails permitted access to car barn for both standard and wide gauge cars.

NOTE STUBSWITCHES,

32

NO POINTS.



Daniel P. Grimes

Single truck closed car No. 23, used mainly for rush hour service between Allentown and Wescosville, stands in Wescosville, circa, 1932.



James P. Shuman

Birney car No. 3, enroute to the county home, stands on Walnut Street near South Lafayette Street, Allentown, May 14, 1933. The car was one of four Birney cars which had been purchased used from Fishkill Electric Railway Company in New York.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
View of Allentown Carbarn (formerly Griesemersville) shows cars Nos. 4, 20, 10, and 9, August 18, 1933. The track on the west side of the structure had been elevated to allow underside repair work.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
Birney car No. 6 stands at the end of the line before Lehigh County Home, October 25, 1934.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
 Allentown-bound Birney car No. 3 crosses the race at Haines Mill,
 Cetronia, October, 25, 1934.



James H. Richards Collection
 Westbound Birney car No. 3 moves along the banks of Cedar Creek,
 January 1, 1936.



Allan H. Berner Collection

Car No. 24, an enclosed summer car usually assigned to maintenance work, stands at Allentown Carbarn, March 8, 1936.



William P. Hamilton III

Line crews with aid of car No. 8, purchased used from Philadelphia Rapid Transit Company, dismantle overhead wire along Cedar Creek meadows toward Allentown after railway service had been discontinued, March 28, 1936.

NORTHAMPTON TRANSIT COMPANY

Easton and Nazareth Street Railway Company organized in 1900 and commenced construction of a standard gauge route between the towns from which it derived its corporate title. Construction had progressed sufficiently by October 31, 1900, to allow the establishment of local service in Easton from Fourth and Northampton streets, the dead end terminus in the business district, to a point located in the northwest section near Twenty - third Street. Four medium weight railroad roof double truck cars, painted maroon with a white trim and named "Northampton," "Tatamy", "Lafayette", and "Paxinosa", operated from the carbarn built on a bluff northwestward from Easton in Palmer Township. A power generating plant located three miles from Easton along Bushkill Creek supplied electricity.

The railway company's owners separately chartered Easton, Tatamy and Bangor Street Railway Company on December 1, 1900, as a projection to Bangor via Stockertown, Belfast, and Ackermansville from a junction with original trackage in Tatamy. Easton - Nazareth service commenced on May 18, 1902, and on October 13, 1902, the owners incorporated Northampton Traction Company as the consolidation of Easton and Nazareth Street Railway Company and Easton, Tatamy and Bangor Street Railway Company. In Nazareth trackage terminated dead end at the intersection of Belvidere, Main, and Mauch Chunk streets. Activity of members of the Hay family of Easton in the company established the more familiar identification, "The Hay Line." During this period the company adopted the numerical system to identify rolling stock.

Electric cars inaugurated service over the Tatamy-Bangor section on May 28, 1903, and schedules subsequently offered Easton - Bangor, Easton-Nazareth, and Nazareth-Belfast service. Cars which operated each of the three schedules met at Tatamy Junction and provided transfer arrangements. Opening of the new route increased total mileage to twenty and one-half miles. A substation located at Belfast and a battery station built near Ackermansville provided power for the new route. In Bangor, located in eastern Pennsylvania's slate producing region, trackage terminated dead end at the intersection of Broadway and First Street.

Northampton Traction Company proposed combined services with Easton and Washington Traction Company on May 11, 1904. The latter company had been chartered on May 31, 1902, to construct an electric railway between Easton, Pennsylvania, and Port Murray, New Jersey via Phillipsburg. The scheme dissolved temporarily when Easton Consolidated Electric Company refused operating privileges to both companies over its controlled entities which operated in Easton and Phillipsburg and would have provided a link. This decision denied connection between both companies. The companies again attempted a jointure in 1910 by proposing the building of a separate route and a bridge across Delaware River, but this plan failed because of insufficient funds.

Northampton Traction Company maintained excellent and efficient passenger service through the cement, slate, and farm communities which lay northward from Easton. Bushkill Park, an amusement center located northwestward from

Easton's business district, also provided a favorable source of revenue during summer months. As an economy move plus an effort to improve operations the company discontinued the manufacture of electricity on September 6, 1911, and purchased power directly from a public utility company.

Philadelphia and Easton Electric Railway Company utilized Northampton Traction Company's services as part of its Philadelphia-Delaware Water Gap excursion operations between 1908 and 1915 although the termini of both systems in Easton were located several city blocks apart. A guide employed by Northampton Traction Company walked the excursionists through Easton's business district from one car to another rather than patronize local city service scheduled by the rival Easton Transit Company. During Delaware Water Gap excursion operations Northampton Traction Company had been identified as being a part of the "Blue Mountain Route."

Effective January 1, 1916, the company acquired all capital stock of Bangor and Portland Traction Company but never merged operations other than co-ordination of schedules. However, Bangor and Portland Traction company shared the parent company's trackage in Bangor along First Street from Messinger Street to Broadway after connecting trackage had been laid across Messinger Street bridge from Main Street to First Street. After the connection had been completed Bangor and Portland Traction Company abandoned its original route from Messinger Street along Main Street to Broadway.

Following World War I Northampton Traction Company experienced financial difficulties and in

1919 applied for receivership in federal courts. New owners acquired the property in July, 1921, and in January, 1922, reorganized as Northampton Transit Company. The company modernized services in 1923 with the introduction of eight curved side lightweight double truck Cincinnati interurban cars painted traction orange offset with black letters and numbers. Loss of revenue continued and on February 15, 1931, the company abandoned the Bangor-Belfast portion of the Tatamy-Bangor route and a private autobus operator established service between both points. Passengers transferred from one vehicle to another at the transit company's Belfast Station. Conditions failed to improve during succeeding months and on February 28, 1933, Northampton Transit Company abandoned all electric railway service and the autobus company extended service into Easton.

Stark Electric Company, Ohio; Ft. Williams Utilities, Canada, and Northeastern Oklahoma Railway, Oklahoma, together acquired six of the newer cars but private purchasers in the Easton area converted both newer and older cars into maintenance buildings, diners, and metal scrap. The company's equipment roster through the years of operations totalled thirty passenger cars of various types and two single truck nose-type snow plows. Some double truck passengers cars had been a convertible type. A single truck closed car had been sold to Easton and Washington Traction Company in 1910, two passenger cars had been rebuilt as freight cars, one open car had been converted into a weed killer, another single truck car had been rebuilt into a line car, and six cars had been sold to Slate Belt Electric Railway Company in 1918.



Barney Neuburger Collection

Builder's photograph of Easton and Nazareth Street Railway Company's single truck closed car No. 8, summer, 1900.



Kenneth L. Von Steuben Collection

View of Tatamy Junction looking westward, circa, 1905. Car No. 100 maintained Easton-Nazareth schedule; summer car No. 3, Nazareth-Belfast; and car No. 106, Bangor-Easton.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
Car No. 106 stands at the terminus at 4th and Northampton streets, Easton, circa, 1905.



H. Lester Wismer Collection
View of Tatamy Junction looking eastward, circa, 1907. Single truck closed car No. 4 maintained Nazareth-Belfast schedule; car No. 102, Bangor-Easton; car No. 106, Nazareth-Easton.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

View of Mauch Chunk, Belvidere, and Main streets intersection shows car No. 6 of Allen Street Railway; No. 301 of Lehigh Valley Transit Company; and a 100 Series car of Northampton Traction Company, 1910.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Single truck car No. 3 stands at 4th and Northampton streets, Easton, prepared to convey Mountain Springs Rifles of Ephrata, Pennsylvania, to an encampment at Bushkill Park, summer, 1915.



Kenneth L. Von Steuben Collection

Convertible-type double truck car No. 101, Easton-bound, stands before Bushkill Park, 1917.



Kenneth L. Von Steuben Collection

Double truck car No. 100 stands at dead end terminus in Nazareth at intersection of Belvidere, Main, and Mauch Chunk streets, 1921.



Kenneth L. Von Steuben Collection

Single truck snow plow No. 20 stands with crew along right of way at Mud Run Road near Ackermansville, 1921.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Double truck car No. 30, a Cincinnati curved side type, stands before station-office located along Bushkill Drive, Easton, 1924.



Frederick E. Barber

Lehigh Valley Transit Company's single truck car No. 404, operating the West Easton schedule, and an unidentified Northampton Transit Company car stand on respective track at 4th and Northampton streets, Easton, summer, 1924.



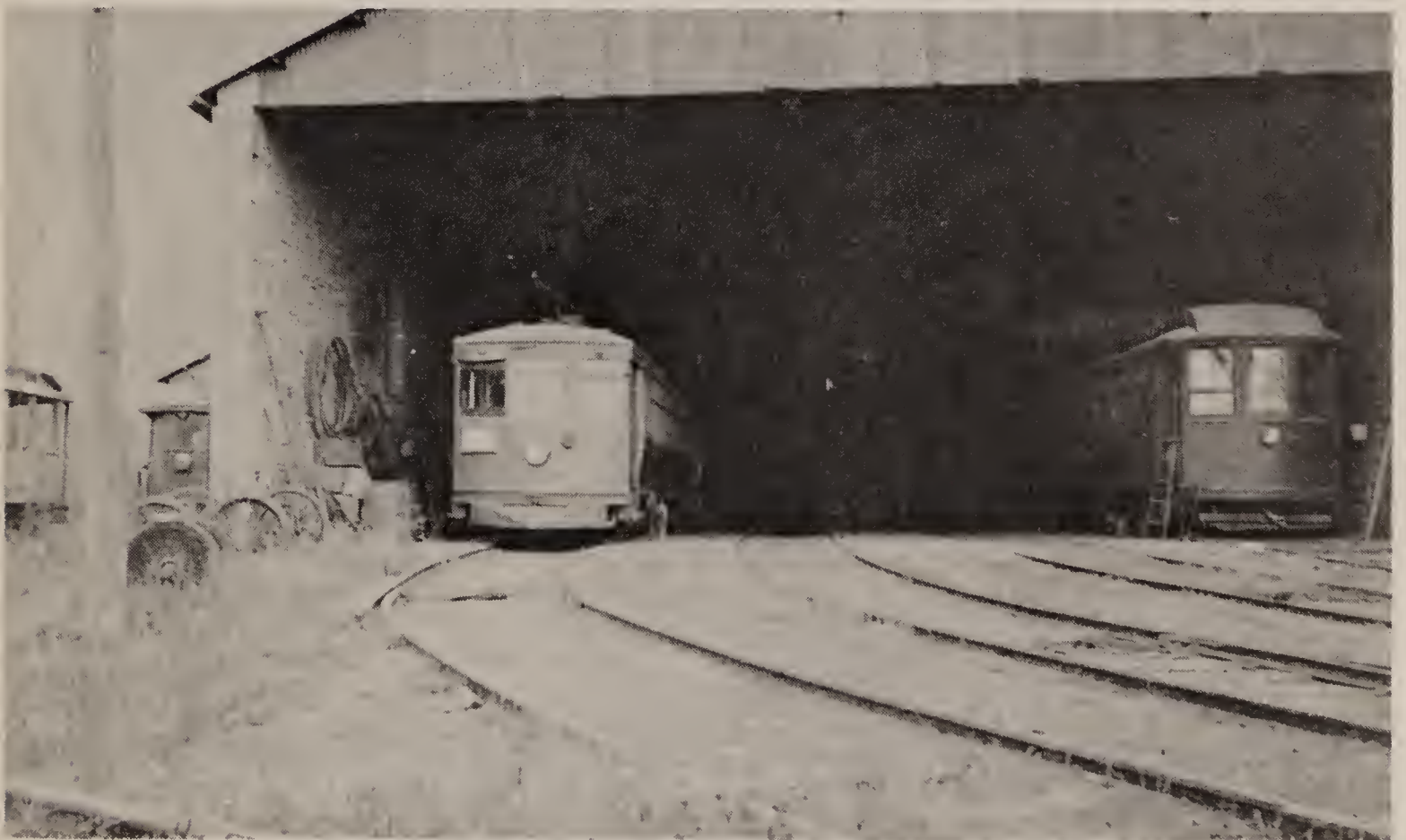
Stephen D. Maguire Collection

Car No. 22 stands at 4th and Northampton streets, Easton, 1928.



Wilbur E. Wyckoff Collection

Numberless line car, converted from an open passenger car, stands on right of way at Belfast, November 11, 1931.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Cars Nos. 30 and 112 housed in carbarn located on a bluff in Palmer Township, November 11, 1931.



Wilbur E. Wyckoff Collection

Car No. 34, prepared for return trip to Easton, stands before the station at Belfast Junction, November 11, 1931. The route had been abandoned between Belfast Junction and Bangor.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Cars Nos. 26 (destined for Stark Electric Company in Ohio), 34, 30, 28, and 24 stand on track in Stockertown awaiting shipment to purchasers, October 3, 1933.

BANGOR AND NAZARETH TRANSIT COMPANY

Plans for electric street railway service through the eastern fringe of Pennsylvania's slate belt had been consummated dually on February 14, 1899, as Wind Gap and Nazareth Street Railway Company and Slate Belt Electric Railway Company. However, Bangor town council revoked the original charter on April 4, 1900, because construction had not begun.

A group of Bethlehem business men acquired the dormant properties on May 1, 1900, and retained only the Slate Belt Electric Railway Company title. Track of standard gauge dimension had been laid and a carbarn and powerhouse had been partially constructed in Pen Argyl by July 15, 1900, and Wind Gap-Pen Argyl service had been established by November 14, 1900. Bangor-Nazareth service followed shortly thereafter. Trackage totalled sixteen and four-tenths miles. The route connected physically with Lehigh Valley Traction Company's leased trackage in Nazareth and with Bangor, East Bangor and Portland Traction Company in Bangor at Main Street and Broadway. Later, in 1902, the railway company established a physical connection with Easton Transit Company in Nazareth at High and Broad streets. Northampton Traction Company in 1902 and Allen Street Railway Company in 1907 terminated dead end in Nazareth only a few feet from Slate Belt Electric Railway Company's southern terminus at the intersection of Mauch Chunk, Belvidere, and Main streets. Northampton Traction Company's route into Bangor in 1903 terminated a short distance from Slate Belt Electric Railway Company's trackage at Broadway and First Street.

Slate Belt Electric Railway Com-

pany's owners leased the entire property to Lehigh Valley Traction Company effective January 1, 1901, to become part of Albert L. Johnson's planned traction empire which would have served eastern Pennsylvania, Philadelphia, portions of New Jersey and New York City. As part of the program Lehigh Valley Traction Company introduced direct Allentown-Bangor service on September 5, 1903.

Albert L. Johnson's death on July 2, 1901, eliminated further formation of the electric traction empire. After experiencing a series of financial problems his estate applied for receivers for the electric railway properties on May 3, 1903. Lehigh Valley Traction Company's receivers failed to pay interest due the slate belt system and the property consequently returned to its owners on May 10, 1904, and joint service between both companies ended. Effective January 10, 1910, and continuing until 1912, Slate Belt Electric Railway Company and Lehigh Valley Transit Company again established Allentown - Bangor service designated on schedules as "Bangor Limited." Both companies contributed cars to the arrangement which permitted operation of one system's cars over trackage of the other. In 1912 Slate Belt Electric Railway Company purchased four double truck convertible cars for limited operations.

Lehigh Valley Transit Company's offering of Delaware Water Gap excursion service during summer months between Chestnut Hill and Portland from July 17, 1908, until the end of summer, 1915, produced other operating arrangements with Slate Belt Electric Railway Company: Lehigh Valley Transit Company's cars either traversed the en-

Clearing of this

tire route between Chestnut Hill and Portland or transferred passengers to slate belt system's cars in Nazareth for transportation to Bangor and another transfer to Bangor and Portland Traction Company's cars for conveyance to Portland.

Slate Belt Electric Railway Company offered excellent service to the communities which it served between Nazareth and Bangor. Workers employed by cement plants established in and near Nazareth and slate quarries at Pen Argyl and Bangor especially patronized the service. Amusement parks with ample picnic facilities located at both Wind Gap and Pen Argyl provided additional revenue for the railway company during summer months.

In 1917 Slate Belt Electric Railway Company purchased four new large double truck steel cars partitioned internally into smoker, coach, and lavatory sections for comfortable conveyance of industrial workers directly between Bangor and points enroute and Bethlehem Steel Corporation's Bethlehem Plant via Lehigh Valley Transit Company's Nazareth-Bethlehem route. The operation assumed a semi-interurban atmosphere with a Lehigh Valley Transit Company pilot governing the movement between Bethlehem and Nazareth. Destruction of ten passenger cars by fire at Pen Argyl car barn in 1918 required the purchase of six second hand cars from Northampton Traction Company plus four others from other companies in order to maintain schedules. Only one passenger car, No. 81, and the freight car survived the conflagration. In 1925 the company sold No. 81 to Arlington and Fairfax Railway Company in Virginia who in turn sold it to Niagara, St. Catharines and Toronto Railway in Canada. Green color originally represented the paint scheme for cars but

in 1912 a slate color appropriately adorned rolling stock.

After experiencing financial troubles, the railway company reorganized as Slate Belt Transit Company in 1921. Conditions failed to improve and the latter in turn became Bangor and Nazareth Transit Company in 1925 under ownership of the employees. Financial problems continued and, effective Monday, October 26, 1926, autobus operations replaced street railway service between Nazareth and Wind Gap but street railway cars continued to operate between Wind Gap and Bangor. Finally, in 1929, Bangor and Nazareth Transit Company was sold in receivership and street railway service ended. A privately owned autobus company established service in the area served by the electric railway company.

Slate Belt Electric Railway Company, after being relieved of its lease to Lehigh Valley Traction Company in 1904, entertained plans for expansion by consolidating all small street railway systems which operated along the southern foothills of Blue, or Kittatinny, Mountain between Lehigh and Delaware rivers with additional plans for various projections southward into other communities. Proposals had been tendered and plans arranged but the project never reached a successful conclusion. Easton Transit Company, also visioning expanded operations, had discussed but never consummated absorption of the slate belt system into its organization.

Rolling stock of Slate Belt Electric Railway Company and successors totalled twenty-six cars which included a variety of open and closed single truck cars and light and heavy closed double truck cars. Lightweight double truck convertible and semi - convertible types

represented the predominant type. Slate Belt Electric Railway Company also operated a moderate freight business with a conventional freight motor car. As part of freight service, the company exchanged

commodity with Lehigh Valley Transit Company at Nazareth in Fairground Siding. This arrangement provided shipments to and from all areas served by the larger system.



Clinton T. Andrews Collection

Single truck open car No. 41 stands at Wind Gap Park, circa, 1905.



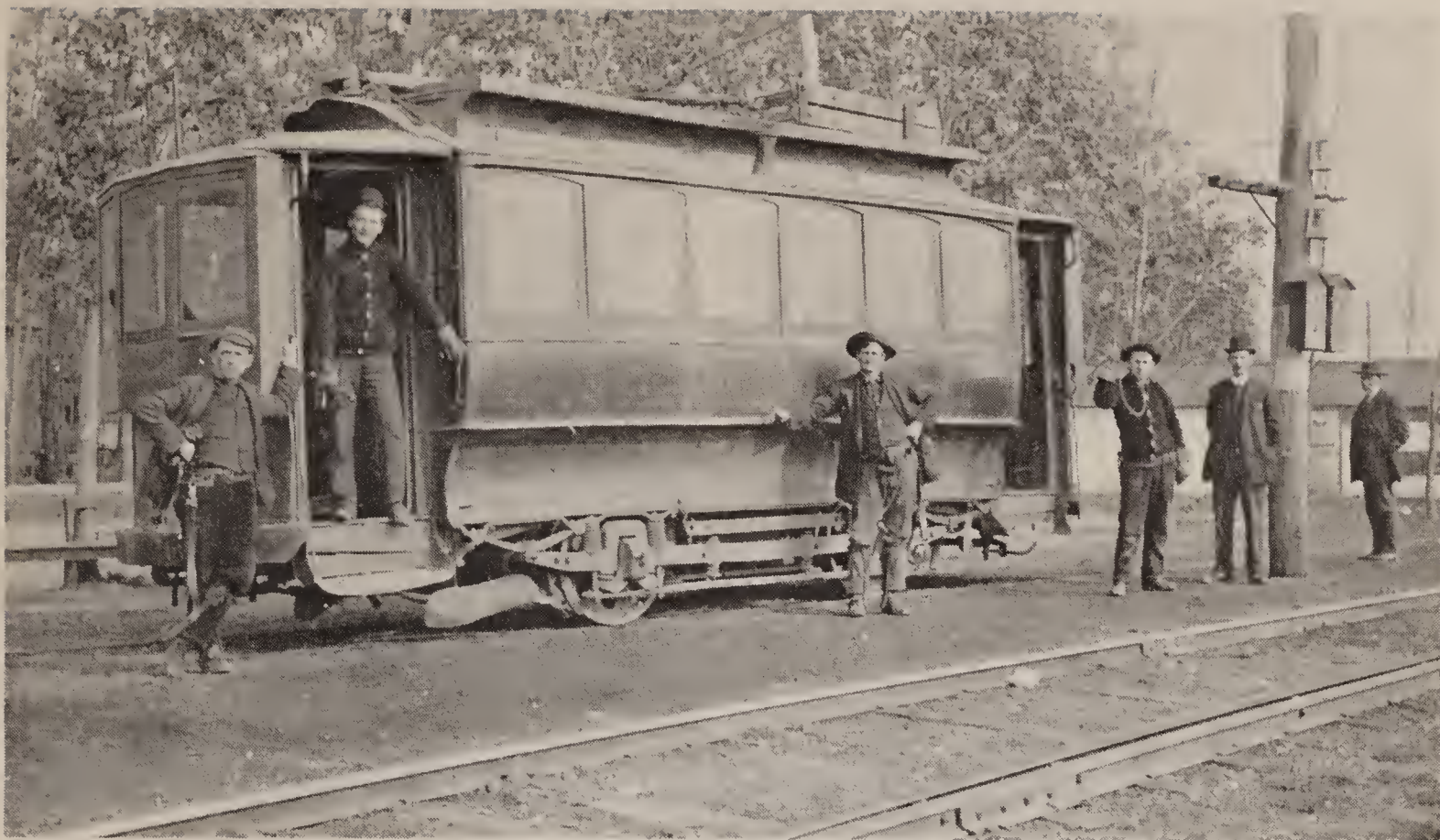
Clinton T. Andrews Collection

Single truck closed car No. 51 stands before Wind Gap Park, circa, 1905.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Car No. 106 and an unidentified Northampton Traction Company car stand at intersection of Broadway and First Street, Bangor, 1905.



Randolph L. Kulp Collection

Repair car No. 99, formerly Lehigh Valley Traction Company passenger car No. 66, and crew pose for photograph in siding at Wind Gap Park, circa, 1908.



John P. Scharle Collection

Double truck car No. 110 and Lehigh Valley Transit Company's car No. 195 exchange passengers in Nazareth, circa, 1910.



Orville S. Kulp

Bangor-bound double truck car No. 61, operating the Allentown-Bangor limited schedule, passes through the village of Hecktown on Lehigh Valley Transit Company's Nazareth Division right of way, autumn, 1911.



Randolph L. Kulp Collection

Builder's photograph of convertible car No. 71 equipped for summer use, 1912.

BANGOR AND PORTLAND TRANSIT COMPANY

Bangor, East Bangor and Portland Traction Company, successor to various other companies, commenced operation over standard gauge trackage in autumn, 1901, between Bangor's business district and a small car barn located in East Bangor. Eastward from Bangor the route had been built on private right of way but in Bangor it followed Main Street from Messinger Street to Broadway. The route served the area's thriving slate industry, provided connections with Bangor and Portland Railway Company and Lehigh and Lackawanna Railroad Company (later Lehigh and New England Railroad Company), and connected physically with Slate Belt Electric Railway Company in Bangor at Main Street and Broadway. Northampton Traction Company's entrance into Bangor in 1903 provided a detached but convenient connection at Broadway and First Street for passengers destined for Easton. Bangor, East Bangor and Portland Traction Company purchased power from a private utility. In 1902 the company reorganized as Bangor and East Bangor Street Railway Company.

Construction eastward from East Bangor to Portland via Mt. Bethel had been conducted under the corporate organization entitled East Bangor, Portland and Delaware River Street Railway Company effective September 16, 1902. Trackage, constructed mostly on private right of way, reached Bangor and Portland Railway Company's track located westward from Portland in 1902, but the steam railroad refused underpassing privileges and thereby prevented service to and from Portland's business district. The trolley route competed with the railroad at several points between Bangor and Portland.

Bangor and East Bangor Street Railway Company and East Bangor, Portland and Delaware River Street Railway Company merged on May 26, 1904, and formed Bangor and Portland Traction Company. The Delaware, Lackawanna and Western Railroad Company, parent organization of Bangor and Portland Railway Company, permitted the electric railway company to underpass the railroad's trackage and enter Portland in late summer, 1905; however, Lehigh and New England Railroad Company eliminated construction northward to Delaware Water Gap by refusing crossing privileges of its main line trackage which skirted the northern section of Portland's business district. Extension of trackage into Portland increased the traction company's total mileage to eight and one-half miles.

Merger of Bangor and Portland Traction Company into Slate Belt Electric Railway Company had been under discussion for several months, but both companies rejected the plan on October 10, 1905. The latter company had hoped to control all of the smaller electric railway companies which served the slate and cement belts of eastern Pennsylvania.

Operation of Lehigh Valley Transit Company's and Philadelphia and Easton Electric Railway Company's Delaware Water Gap excursion services during summer months between 1908 and 1915 benefitted Bangor and Portland Traction Company. The smaller company derived revenue either from right of way rental or transfer of passengers with the former and transfer of passengers from the latter.

Northampton Traction Company, operators of a street railway which

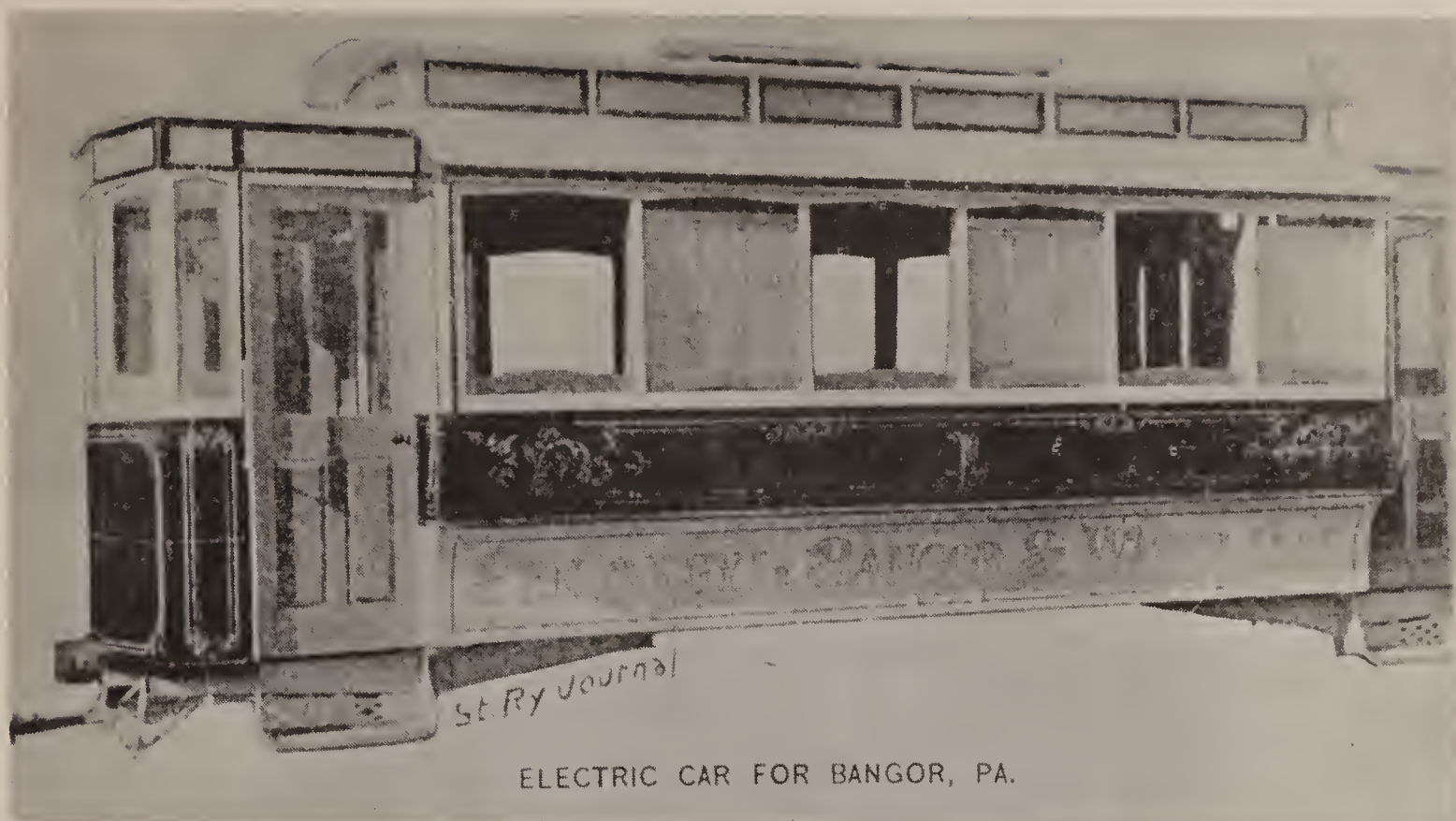
linked Easton, Tatamy, Nazareth, and Bangor, acquired all capital stock of Bangor and Portland Traction Company effective January 1, 1916, but declined to merge operations completely. A co-ordination of schedules of both companies resulted from the arrangement; otherwise, the railways operated as separate units. The new owner altered Bangor and Portland Traction Company's entrance into Bangor by allowing use of its track along First Street from Messinger Street to Broadway. The laying of track on Messinger Street bridge from Main Street to First Street effected the connection between both companies and, accordingly, eliminated the need for trackage along Main Street from Messinger Street to Broadway as well as the physical connection with Slate Belt Electric Railway Company.

After World War I Bangor and Portland Traction Company unsuccessfully competed with privately owned automobiles and also suffered loss of revenue with the slate industry's decline. The company reorganized as Bangor and Portland Transit Company in 1923 but three

years later, on March 20, 1926, abandoned service and sold East Bangor-Portland right of way to Northampton County for construction of a new highway between Portland and Mt. Bethel. Autobus service immediately replaced railway car operations. Purchase of a single truck Birney car in 1924 represented the company's last gesture toward more economical railway operations.

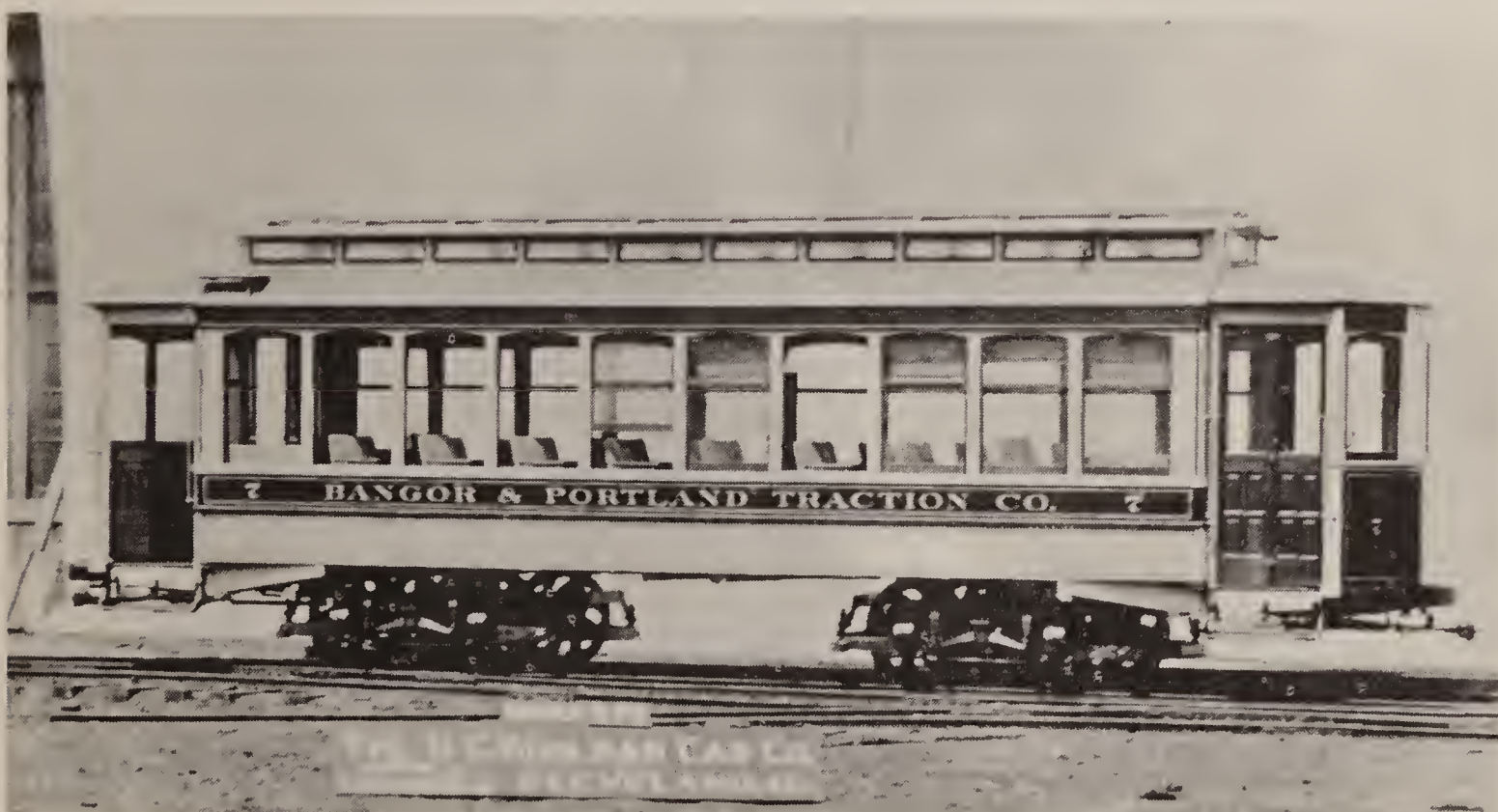
Bangor and Portland Transit Company and its various predecessors maintained a small equipment roster which totalled nine cars ranging from single truck open and closed cars to medium weight double truck closed cars plus a snow plow and a motorless dump car. For several years after abandonment most of the remaining cars slowly deteriorated outside the carbarn in East Bangor; however, the Birney car became a barber shop in Bangor.

Originally, a light green color represented the paint scheme but near the end of operations the cars appeared in a red-brown color. The Birney car, however, had been painted a bright orange and a double truck car had appeared in a chrome yellow scheme.



Howard P. Sell Collection

Builder's drawing of Pen Argyl, Bangor and Water Gap Electric Railway Company's car No. 1. By the time operations had begun in 1901 the name of the company had been changed.



Barney Neuburger Collection

Builder's photograph of Bangor and Portland Traction Company's double truck car No. 7, circa, 1905.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Stroudsburg, Water Gap and Portland Railway Company's car No. 2; Bangor and Portland Traction Company's car No. 3 and an unidentified car; and Lehigh Valley Transit Company's car No. 182, all involved in Delaware Water Gap service, exchange passengers on a summer afternoon in Portland, circa, 1912.



Daniel P. Grimes

Birney car No. 8 stands in Bangor after service had been abandoned, circa, 1930. Later, the car had been converted into a barbershop.

PHILADELPHIA AND EASTON TRANSIT COMPANY

Doylestown and Easton Street Railway Company received a charter on February 3, 1897, to construct a thirty-one mile wide gauge electric railway route between Easton and Doylestown through picturesque Delaware River valley. Service commenced between Doylestown and Tohickon Park in 1902 and in January, 1903, the company reorganized as Philadelphia and Easton Railway Company. Service southward from Easton reached Riegelsville on December 11, 1903; Ottsville, June 14, 1904; Kintnersville, July 27, 1904; and Doylestown, September 14, 1904. The company entered receivership on September 26, 1905, and in August, 1907, Philadelphia and Easton Electric Railway Company became the successor organization.

Philadelphia and Easton Electric Railway Company figured in an experiment which, if successful, would have speeded movements and increased capacity of canal boat shipments over Lehigh and Delaware canals. Canal owners had hoped to replace the lowly mule with an electric railway along tow paths. Therefore, on September 26, 1906, car No. 6 towed four boats loaded with anthracite coal, a total weight of approximately one hundred tons, from Uniontown to Lehnenburg along an area where trackage paralleled the canal. The car strained under the weight and attained a maximum speed of only four miles per hour.

AS FAST AS CANAL ALL
Philadelphia and Easton Electric Railway Company, its predecessors and successors, although interurban in character, offered a rather slow two hour schedule between Easton and Doylestown. However, between Easton and a point near Kintnersville the patrons could view beautiful Delaware Valley and activities

along historic Delaware Canal. Track connected physically with Philadelphia Rapid Transit Company's track in Doylestown and offered a convenient transfer arrangement into Philadelphia's business district. Also, in Doylestown the track connected physically with Bucks County Interurban Railway and provided connecting service to Langhorne, Bristol, and Trenton. The difference of gauges prevented either a connection or usage of Easton Transit Company's track (Lehigh Valley Transit Company after 1922) in Easton. Consequently, passengers walked several feet between Philadelphia and Easton Electric Railway Company's terminus and Easton Transit Company's South Easton route and several hundred feet to Lehigh Valley Railroad Company's station located in South Easton. In addition, passengers could conveniently board Quakertown and Eastern Railroad and successor companies' trains in Riegelsville for conveyance through upper Bucks County to Quakertown and villages enroute. The electric railway company offered freight service to industries and rural communities for movement of farm and dairy products and general freight consignments along its route.

A three - track carbarn, which housed six cars, and yard, and a powerhouse were located at Raubsville only a few miles southward from Easton. A short spur led from the carbarn site to a dock on Delaware Canal where freight could be interchanged between the electric railway and the water route and another spur served a thriving creamery in Doylestown. A second carbarn was built at Plumsteadville located northward from Doylestown.

Eight sidings provided passing facilities for north and south bound cars along the main route.

The railway company's complete roster included twelve passenger cars; two motor freight cars; three service and maintenance cars; and one double truck nose plow. Freight car No. 101 had been specially constructed to haul hay. Green represented the predominant paint scheme color throughout the electric railway's existence.

"Delaware Valley Route", as the system became known, offered brisk competition to Lehigh Valley Transit Company for conveyance of excursionists between Philadelphia and Delaware Water Gap between 1908 and 1915. Philadelphia newspapers carried advertisements which described the journey and listed five points of change of cars: Willow Grove, Philadelphia Rapid Transit Company city car to Doylestown car; Doylestown, Philadelphia Rapid Transit Company and Philadelphia and Easton Electric Railway Company; Easton, Philadelphia and Easton Electric Railway Company and Northampton Traction Company; Bangor, Northampton Traction Company and Bangor and Portland Traction Company; and Portland, Bangor and Portland Traction Company and The Delaware, Lackawanna and Western Railroad Company or, after 1911, Stroudsburg, Water Gap and Portland Railway Company. Because intense rivalry existed between smaller electric railways and Lehigh Valley Transit Company and its affiliates, a Northampton Traction Company guide met north-bound excursionists at the terminus of Philadelphia and Easton Electric Railway Company in Easton and

walked them through the business district rather than patronize Easton Transit Company's city service. Lehigh Valley Transit Company's service utilized the same facilities northward from Bangor. Northampton Traction Company, as part of Philadelphia and Easton Electric Railway Company's excursion service, received the designation as "Blue Mountain Route."

Well composed and profusely illustrated brochures distributed by the railway company dramatically described service to Delaware Water Gap and the terrain enroute. The trip from Philadelphia to the gap consumed six hours and cost two dollars and forty cents for a round trip ticket. Brochures distributed by the railway company listed a glowing phrase on each page: Speed, Comfort, Safety; Rides Like a Steam Road; Every Mile a Picture; The Road of Wild Roses; No Dust, No Dirt, No Smoke; Nature's Garden Spot; Scenic Beauty Unsurpassed; Camping, Fishing, Boating; and Once Seen Never to be Forgotten.

The railway company reorganized as Philadelphia and Easton Transit Company on August 1, 1921, but financial conditions failed to improve. Privately owned automobiles gradually lured away patronage. Shortly before abandonment of service the company created inconvenience for patrons by removing trackage southward from its original terminus in South Easton to city limits in order to allow highway rehabilitation. New owners purchased the property on October 28, 1926, and operated street cars for the last time on November 25, 1926. Autobuses replaced electric railway cars on the following day.



James H. Richards Collection

Doylestown and Easton Street Railway Company No. 4 stands on bridge which spanned Tohickon Creek southward from Ottsville, circa, 1903.



John T. Derr Collection

Car No. 1, Easton-bound, stands on right of way at Ferndale, circa, 1903.



Andrew W. Maginnis Collection

Easton-bound car No. 3 operates through rural area between Doylestown and Danboro, circa, 1905.



Frances J. Goldsmith, Jr. Collection

Builder's photograph of freight car No. 100, 1905.



John T. Derr Collection

Builder's photograph of mail-passenger car No. 12, 1905.



Allan H. Berner Collection

Mail-passenger car No. 11 stands at Raubsville Car barn circa, 1908. Later the company converted the car into a complete passenger type.



John T. Derr Collection

Builder's photograph of car No. 101 which had been especially designed for carrying hay, 1909. The drop sides provided easier loading facilities.



Allan H. Berner Collection

Wreck of car No. 11 at Rattlesnake Mountain below Easton, circa, 1911. Single truck car No. 10, converted to utility use, aided in the re-railment.



Allan H. Berner Collection

Car No. 2 stands on bridge at Plumsteadville, circa, 1911.



Allan H. Berner Collection

Easton-bound car No. 3 operates through picturesque Delaware River Valley and along historic Delaware Canal near Raubsville, circa, 1911.



William Lines Collection

Single truck work car No. 103, nicknamed "Lilly of the Valley", stands on the right of way in Riegelsville, 1923.



Elwood C. McEllroy Collection

Numberless double truck snow plow stands in yard of Raubsville Carbarn, circa, 1925.

BLUE RIDGE TRACTION COMPANY

Slate quarries owned by the Hower family required the development of transportation facilities along the southern foothills of Blue, or Kittatinny, Mountain eastward from Lehigh Gap. The first venture, Slate Valley Railroad, was built in 1886 from Lockport to a point near Danielsville and provided freight transportation between quarries and The Central Railroad Company of New Jersey's main line and docks of Lehigh Canal. In 1889 Pennsylvania, Poughkeepsie and Boston Railroad (later Lehigh and New England Railroad Company) acquired the property to provide a terminus in Slatington and an interchange with Lehigh Valley Railroad Company.

As slate production increased the need for passenger transportation facilities between small towns, villages, and farms in the area became apparent. Consequently, on April 11, 1902, the Hower family and associates chartered Blue Ridge Traction Company to build a standard gauge electric street railway from Slatington to Danielsville via Walnutport. Trackage had been planned to connect physically with Lehigh Valley Traction Company (predecessor of Lehigh Valley Transit Company) in Slatington. This connection would have required the physical crossing of The Central Railroad Company of New Jersey in Walnutport, erection of a bridge across Lehigh River, and a physical crossing of Lehigh Valley Railroad Company in Slatington.

Construction of Blue Ridge Traction Company commenced in summer, 1902, and on February 9, 1903, the company inaugurated service between Walnutport and Danielsville via Heimbach, Berlinsville, and Harpers, a distance of six and seven-tenths miles. The company never

built the section from Walnutport to Slatington but, instead, established a mule-drawn tally-ho service between both towns. This accommodation cost five cents per trip. The electric railway's center of operations and powerhouse had been located in a brick-constructed carbarn in Danielsville. At Harpers the electric railway physically crossed Lehigh and New England Railroad Company's main line to Slatington.

Commencement of service immediately encouraged plans for expansion. During summer, 1903, rumors circulated that the company would build eastward to Nazareth via Bath and Christian Spring with a spur extending southward to Catasauqua. Various companies had been individually chartered to build the routes piecemeal but construction eastward never commenced. During summer, 1905, Slate Belt Electric Railway Company announced intentions to merge Blue Ridge Traction Company along with other proposed companies to establish one large electric railway system which would have served the area lying along the southern foothills of Blue Mountain from Lehigh Gap to Delaware Water Gap; however, the project never reached a conclusion.

Blue Ridge Traction Company abandoned its powerhouse operations and purchased power directly from Lehigh Valley Transit Company via a line strung across the bridge between Slatington and Walnutport effective February 12, 1908. During its history the company never modernized facilities but operated small closed and open single truck cars on slow one and one-half hourly service which consumed thirty-five minutes for a one way trip. During the summer months the company offered forty-five minute service on Saturday afternoon and

evening to accommodate patrons of Edgemont Park located between Danielsville and Berlinsville. When heavy snow fell during winter months the line remained idle for several weeks at a time.

Lehigh and New England Railroad Company's construction of a new route to Tamaqua via Berlinsville and Lehigh Gap in 1912 compelled the electric railway company to relocate trackage between Berlinsville and a point near Lehigh Gap southward from the railroad's right of way. Westward from Berlinsville the traction company and the railroad shared the underpassing of a rural road.

A dark green paint scheme represented the original color applied to closed cars and a bright red to open, or summer, cars. The latter color obviously represented the scheme of the previous unidentified owner.

Loss of passengers to privately owned automobiles in addition to a general decline in the fortune of the slate industry created financial hardships for attainment of a successful operation. Abandonment of service on May 30, 1924, ranks Blue Ridge Traction Company as the first electric railway company in Lehigh River valley to disappear in entirety.



Earl W. Andrews Collection

Single truck closed cars Nos. 1 and 3 stand before car barn, office, and powerhouse combined in Danielsville, circa, 1904.



Earl W. Andrews Collection

Car No. 5 stands at the western end of the line in Walnutport, circa, 1904.



Earl W. Andrews Collection

The mule-drawn tally-ho which conveyed passengers between Walnutport and Slatington, circa, 1904.



Earl W. Andrews Collection

The conductor of car No. 5 prepares to flag the crossing of Lehigh and New England Railroad Company's main line into Slatington at Harpers, circa, 1905.



Earl W. Andrews Collection

Walnutport-bound car operates along rural right of way with Lehigh Gap looming in the background, circa, 1910.

EASTERN PENNSYLVANIA RAILWAYS COMPANY

Tamaqua and Lansford Street Railway Company organized on November 2, 1891, but various complications plus litigation with a proposed rival, Inter - County Street Railway Company, prevented immediate construction. Lehigh Coal and Navigation Company acquired control of the company in spring, 1897, and commenced the building of a standard gauge electric railway mostly parallel to the public highway between Tamaqua and Lansford via Coaldale in the famous anthracite coal producing area known as Panther Valley. The company established carbarn, repair, and office facilities in Lansford, and the parent company supplied power. Revenue service between the two towns began with medium weight double truck cars in October, 1897, and to Summit Hill via a spur route in 1899. The latter route, three and one-half miles in length, served Mauch Chunk, Summit Hill and Switchback Railroad Company's station in Summit Hill.

The street railway company in 1901 commenced construction of a project which extended eastward from Lansford to Nesquehoning and southward from Nesquehoning to Mauch Chunk (Jim Thorpe) with trackage following Lehigh River valley and a tributary for approximately five miles. Cars operated into Nesquehoning from Lansford in autumn, 1901, and into Mauch Chunk in summer, 1903. The electric railway's mileage totalled more than nineteen miles with completion of the latter project. Tamaqua and Lansford Street Railway Company obtained operating rights over Mauch Chunk, Lehigh and Slatington Street Railway Company's track from the western entrance of the Mauch Chunk - East Mauch Chunk bridge along Lehigh Street

to the intersection of Broadway and Susquehanna Street. The arrangement permitted the railway to directly serve The Central Railroad Company of New Jersey's station, Carbon County courthouse, and Mauch Chunk's business district. Later, the company's cars operated directly to Flagstaff Park during summer months. Westward from Coaldale the railway served an amusement park identified as Manila Grove.

Tamaqua and Lansford Street Railway Company, under control of J. G. White, changed its name to Eastern Pennsylvania Railways Company effective July 11, 1906, and assumed operation of various companies either owned, controlled, or leased by Pottsville Union Traction Company. Electric street railway service had been introduced in Pottsville in 1890. This consolidation of electric railway service in the eastern sector of the southern anthracite coal field transferred the center of operations to Palo Alto, located eastward from Pottsville, although the carbarn in Lansford continued to serve local cars and those assigned to Summit Hill schedules. Tamaqua and Lansford Street Railway Company owned thirty-eight cars of various types at the time of the merger.

Eastern Pennsylvania Railways Company completed connecting trackage of its two separated electric railway termini located in Middleport and Tamaqua on January 29, 1908, and inaugurated Pottsville-Mauch Chunk service, a distance of thirty-five miles, on February 27, 1908. Use of large open and closed double truck cars on the new route created an interurban atmosphere. The combined trackage of the two systems plus connecting right of way

increased route mileage to seventy-one miles.

Lehigh Power Securities Corporation, controller of Eastern Pennsylvania Railways Company effective 1921, gained control of Mauch Chunk Transit Company, one of the successors of Mauch Chunk, Lehighton and Slatington Street Railway Company in January, 1925, and assigned Eastern Pennsylvania Railways Company as managers. As the result of this maneuver the managers transferred five single truck Birney and two large double truck cars from its roster to the smaller system for service in Mauch Chunk and East Mauch Chunk. All cars retained Eastern Pennsylvania Railways Company's red color paint scheme, numbers, and lettering.

Eastern Pennsylvania Railways Company abandoned service between New Philadelphia and Mauch Chunk on August 15, 1931, but maintained Lansford-Summit Hill service for several weeks thereafter. Prior to total abandonment of New Philadelphia-Mauch Chunk railway service, autobus operations had replaced street cars on lightly patronized schedules as an economy move. Abandonment proceedings eliminated Eastern Pennsylvania Railways Company's operation in Lehigh River valley. Port Carbon-New Philadelphia service ended on September 10, 1932. Pennsylvania Department of Highways acquired Eastern Pennsylvania Railways Company's right of way between Mauch Chunk and Nesquehoning and, after alterations, built a modern highway along most of the abandoned road bed.



James H. Richards Collection

Builder's photograph of Tamaqua and Lansford Street Railway Company's large double truck car No. 24, circa, 1897.



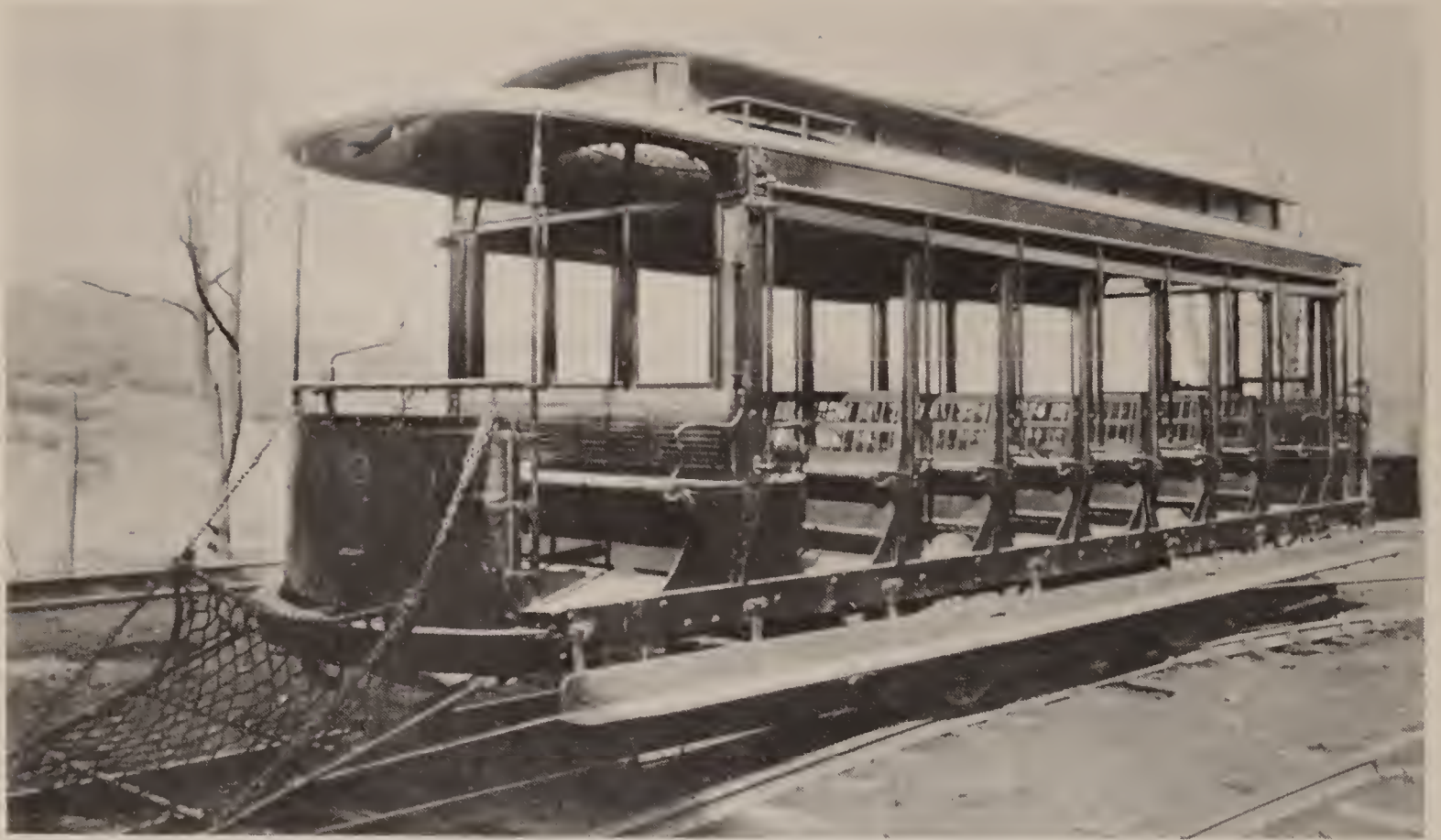
Francis J. Goldsmith, Jr. Collection

Builder's photograph of funeral car No. 14, circa, 1899. Later, the car was converted to line repair work for Mauch Chunk Transit Company.



Gene D. Gordon Collection

Interior of funeral car No. 14, circa, 1899.



Randolph L. Kulp Collection

Summer car No. 3 stands before Carbon Street Railway Company's carbarn in Upper Mauch Chunk, circa, 1904.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Summer car No. 15, in service of Eastern Pennsylvania Railways Company, stands before carbarn in Palo Alto near Pottsville, circa, 1905.



Gene D. Gordon Collection

Double truck summer car No. 19, operating a special trip to Flagstaff Park, Mauch Chunk, stands on right of way enroute to Mauch Chunk, August 17, 1906.

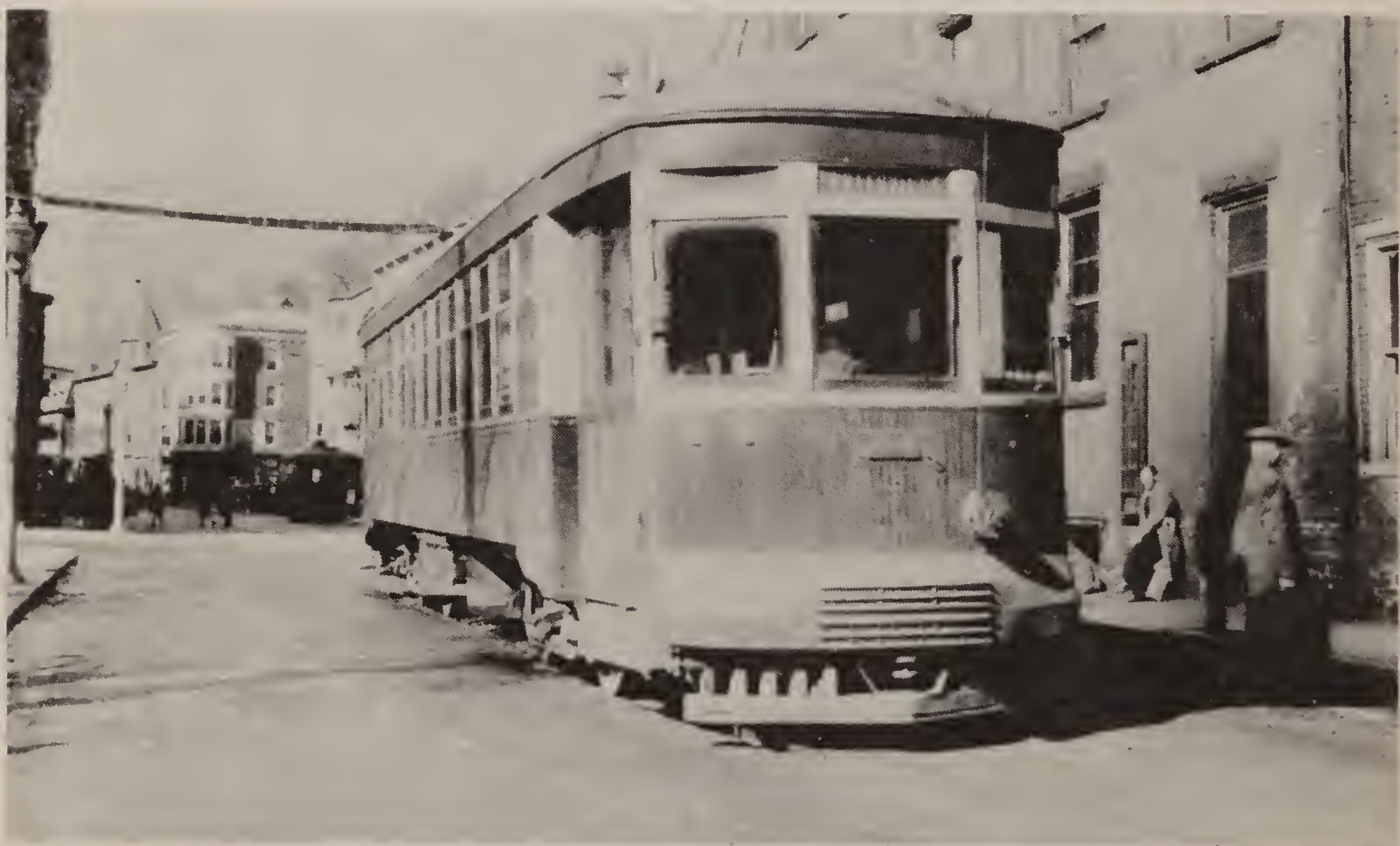


Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
View of Manila Park's station near Coaldale, June 29, 1920.



Lewis L. Hoy Collection

View of Eastern Pennsylvania Railway Company's car barn in Palo Alto shows former Tamaqua and Lansford Street Railway Company's cars Nos. 31 and 30, circa, 1910. The cars had been revised but retained original numbers.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Car No. 238 stands at Broadway and Susquehanna Street, Mauch Chunk, after completing regular Pottsville-Mauch Chunk schedule, circa, 1925.



Wilbur E. Wyckoff Collection

Car No. 223 stands at car barn at Palo Alto prepared to operate the regular Pottsville-Mauch Chunk schedule, circa, 1925.



Lewis L. Hoy Collection

Car No. 307, a one man steel light weight type, represents the cars which were the last to operate Pottsville-Mauch Chunk schedules.



Lewis L. Hoy Collection

Car No. 18 stands alongside car barn in Lansford, circa, 1925.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Eastern Pennsylvania Railways Company's car No. 238 stands before the station at Flagstaff Park, Mauch Chunk, while operating a charter trip, circa, 1927.

NEW JERSEY INTERURBAN COMPANY

Traction magnates at the turn of the century planned construction of an electric railway route from Easton, Pennsylvania, through western New Jersey to Washington to form a nucleus of a system which by agreements with other companies would have eventually offered service eastward as far as Hudson River.

Easton and Washington Traction Company received its charter on May 31, 1902 to build a standard gauge route from Easton to Port Murray via Phillipsburg, Stewartsville, Broadway, Washington, and Port Colden. Original plans included an early extension from Port Murray via Hackettstown to the resort facilities of Lake Hopatcong at Port Morris as well as a north-south route between Belvidere and Clinton with a junction in Washington. Between Phillipsburg and Port Murray the electric railway closely followed the route of Morris Canal. Easton Consolidated Electric Company, controlling interest of electric railways in Phillipsburg and Easton, refused operating privileges over trackage to the new company and thereby eliminated an economical entrance into Easton. A junction built at Lovell Square, Phillipsburg, would have connected both companies. Because of the differences in gauges, another rail would have had to be added to trackage from Lovell Square to Union Square in Phillipsburg.

Easton and Washington Traction Company inaugurated partial service eastward from Lovell Square in Phillipsburg in January, 1906, and on September 16, 1906, commenced service over its entire route to Port Murray. The route's mileage totaled eighteen and one-tenths miles with twelve and seven-tenths miles located on private right of way. Enroute the traction company served

Warren Foundry and Machine Company's works, Ingersoll-Rand Company's plant, and terminated near the tile works of National Fire Proofing Company. Four large automobiles conveyed passengers between Centre Square, Easton, and Lovell Square, Phillipsburg, and in effect offered service as originally planned. At Port Colden the traction company built a modern powerhouse and a four track car barn which provided storage, repair, and office facilities.

Original rolling stock included five double truck railroad roof Wason passenger cars similar to those operated by Northampton Traction Company in Easton. Later, the company purchased Northampton Traction Company's single truck car for short local service schedules in the Washington area. A single truck Wason nose plow represented the only maintenance equipment. All seven cars comprised the company's roster throughout operations.

The Hay family of Easton, controllers of Northampton Traction Company and already associated with Easton and Washington Traction Company, gained control of Easton and Washington Traction Company in 1910 and changed the corporate title to Northampton-Easton and Washington Traction Company. The new owners planned but never built a route which would have connected both of their controlled systems either at a point near Bangor, Pennsylvania, or in Easton. Either project would have required the erection of a bridge across Delaware River.

Loss of revenue to privately owned vehicles in the early 1920's forced the company to be sold under foreclosure on April 26, 1923. New owners reorganized the property as New

Jersey Interurban Company and instituted several cost saving measures: abandoned carbarn and powerhouse at Port Colden; purchased power; and built another carbarn at Broadway, located westward from Washington. This attempt to reduce

operating expenses and otherwise rejuvenate the company failed to equal the continuing loss of revenue; consequently, on January 27, 1925, autobus service replaced electric railway operations.



Christian C. Braig Collection

Construction train at work along Easton and Washington Traction Company's right of way, 1905.



Christian C. Braig Collection

A view of Morris Canal and paralleling tracks of Easton and Washington Traction Company westward from New Village, circa, 1906.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Car No. 6, eastbound, passes car barn at Port Colden, circa, 1906.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
 Easton and Washington Traction Company's car No. 6 stands at Lovell Square, Phillipsburg, New Jersey, circa, 1906. Easton Transit Company's South Main Street route trackage appears in the foreground.



Randolph L. Kulp Collection
 Car No. 2 stands in Washington, New Jersey, circa, 1906.

SULLIVAN COUNTY



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Northampton Traction Company's car No. 2, sold to Easton and Washington Traction Company, stands before the carbarn at Port Colden, New Jersey, circa, 1906.



Christian C. Braig Collection

Car No. 10 stands before carbarn at Port Colden, New Jersey, circa, 1906.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
Cars No. 2 and 6 stand inside the car barn at Port Colden, New Jersey, circa, 1906.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.
Abandoned cars stand at the car barn in Broadway, New Jersey, after the company ceased operation of electric railway service, 1925.

BETHLEHEM TRANSIT COMPANY

South Bethlehem and Saucon Street Railway Company received a charter on August 18, 1899, to construct a standard gauge electric railway southward from a terminus located at Fourth and New streets in South Bethlehem over South Mountain through Saucon Valley to a terminus in the village of Center Valley. However, receipt of the charter failed to stimulate construction activity and the project lay dormant until Hugh Crilly, a prominent Allentown contractor associated with the electric railway industry, acquired the property on January 6, 1903. By spring, 1903, Mr. Crilly also revealed misgivings as to the route's construction.

Mr. Crilly altered his position in December, 1905, and announced his intentions to construct a standard gauge route from South Bethlehem to Center Valley via Seidersville, Colesville, and Friedensville. Meanwhile, South Bethlehem Street Railway Company and South Bethlehem and Saucon Street Railway Company, the manner in which the route had been organized, filed and patented letters in Northampton County courthouse in Easton.

Construction commenced early in 1907 and track reached Colesville by October 14, 1907, but stringing of overhead wire had not been finished. Meanwhile, a carbarn had been completed at University Heights eastward from South Bethlehem-Center Valley highway. The company successfully concluded test operations from South Bethlehem to Colesville on November 24, 1907, and on the following day established passenger service from Fourth and New streets to Summit and Wyandotte streets intersection in South Bethlehem. Lehigh Valley Transit Company supplied power and Easton

Transit Company loaned a small single truck closed car to the new organization. Trackage in South Bethlehem followed New, Packer (Avenue), Brodhead, Summit, and Wyandotte streets.

Although completion of the remaining portion of the route progressed at a slow pace, Mr. Crilly announced the purchase of a double truck combination freight-passenger car. Lehigh Valley Transit Company rehabilitated the car at 14th Street Carbarn in Allentown and tested it over local trackage on January 28, 1908. Use and disposition of this car by South Bethlehem and Saucon Street Railway Company has never been determined. Meanwhile, the company purchased several second hand single truck open and closed cars painted either chrome yellow or olive green. Later, the electric railway company unsuccessfully experimented with the operation of two cars in tandem.

Almost a decade after initial organization had begun, South Bethlehem and Saucon Street Railway Company inaugurated service on May 2, 1909 over its entire length which totalled seven miles. In South Bethlehem the track terminated dead end near trackage owned by Lehigh Valley Transit Company and Easton Transit Company and in Center Valley only a few feet eastward from the former's Liberty Bell Route, or Philadelphia Division, which at that time followed Allentown - Philadelphia highway through the village. Prior to World War I the electric railway company received extra income by hauling cans of milk on cars from farms located in Saucon Valley to Summit and Wyandotte streets in South Bethlehem where a local dairy transferred cans from electric cars

to horse-drawn wagons for conveyance to its plant. Although derail switches had been placed on both slopes of South Mountain, there were a few incidents in which cars operated out of control and upset, particularly at Wyandotte and Summit streets intersection.

Financial hardships plagued the system and in 1920 South Bethlehem and Saucon Street Railway Company reorganized as Bethlehem Transit Company and, in accordance with the change, adopted a red color scheme for rolling stock. In addition, the company purchased two single truck cars from Philadelphia Rapid Transit Company. During its history the company never operated modern street railway cars although a double truck car appeared briefly in service circa World War I. Undependable service and frequent operational failures for various reasons caused passengers to sarcastically nickname the route "The Sunshine Line," implying that it operated only in fair weather.

A street paving project conducted by the City of Bethlehem in autumn, 1928, near Lehigh University's campus doomed Bethlehem Transit Company's operations. Rather than revise the grading of its

track on Brodhead Street between Packer Avenue and Summit Street, the company abandoned service between the intersection of Summit Street and Carlton Avenue and the terminus at Fourth and New streets. Finally, on January 29, 1929, the company operated electric street railway cars for the last time. An independent autobus company established service in the area served by the railway company plus an additional route in South Bethlehem.

For a brief moment South Bethlehem and Saucon Street Railway Company almost became a part of a larger system. Lehigh Valley Transit Company considered the acquisition of the railway property in 1917 in order to provide a section of right of way for a proposed route between Easton and a junction with the Liberty Bell route in Center Valley via Bethlehem. Formation of this route would have provided high speed electric interurban service directly between Easton, Bethlehem, and Philadelphia; however, a change in Lehigh Valley Transit Company's managership in 1918 resulted in a cancellation of the program after a short portion of revised right of way had been completed westward from Easton.



Ralph M. Steinmetz Collection

Center Valley-bound single truck snow plow cuts snow along right of way between Friedensville and Center Valley, 1913.



Frederick E. Barber

Single truck car No. 4 stands at terminus at 4th and New streets, Bethlehem, prepared for trip to Center Valley, 1924.



Frederick E. Barber

Single truck car No. 2 stands on main line before carbarn at University Heights, 1924. Front end of car No. 1 protrudes from carbarn.



Frederick E. Barber

Car No. 2 stands at terminus in Center Valley at Allentown-Philadelphia highway prepared for trip to Bethlehem, 1924.

ALLEN STREET RAILWAY COMPANY

Initial gestures towards construction of an electric railway between Nazareth and Bath had been organized in 1899 as Nazareth and Bath Electric Railway Company and continued by Cement Belt Street Railway Company, the successor organization, effective August 9, 1900. The latter company laid some track by autumn, 1902, but never completed the proposed route.

Allen Street Railway Company through various charters and complicated corporation proceedings in 1904 and 1905 emerged on June 26, 1906, as a consolidation of several companies. These organizations, in addition to the Bath-Nazareth route, had planned to connect various communities which lay southward from and along the foot of Blue, or Kittatinny, Mountain in the area generally indentified as the cement and slate belts of eastern Pennsylvania. The company completed the laying of Bath - Nazareth standard gauge track in autumn, 1905, and commenced ballast work and stringing of wire in 1906. Trackage extended from a point near Main and Chestnut streets in Bath along Main Street to Broad Street, northward on Broad Street to the public highway, eastward along the highway to a point near Nazareth, and northeastward on private right of way to Mauch Chunk Street in Nazareth, and along Mauch Chunk Street to a dead end terminus at Main Street.

During 1907 Lehigh and New England Railroad Company refused physical crossing privileges to the street railway company across their spur which served Penn Allen Cement Company's plant (Penn-Dixie No. 5 Plant) located near Bath as well as Nazareth Branch which passed through Christian Spring westward from Nazareth. Allen

Street Railway Company, disregarding the railroad's decision, purchased two second hand single truck closed cars from United Railway and Electric Company of Baltimore, Maryland, and established Bath-Nazareth service on December 21, 1907, after installing crossover trackage across the railroad's trackage. This maneuver compelled the electric railway company to defend the crossing of Nazareth Branch by placing a car directly on the crossover; however, on December 22, 1907, the railroad company dispatched a locomotive to the scene, smashed the car, and track crews quickly removed the electric railway's crossover. Track crews also removed the crossing of Penn Allen Cement Company spur. It appeared as though the railway company would have to operate in three sections. As the result of the railroad company's action the street railway company suspended operations. The public power plant located in Bath supplied electricity to the street railway company.

Another car replaced the one which had been smashed and the electric railway company resumed service on February 20, 1908. Meanwhile, the railroad company granted the electric railway company the privilege of constructing a bridge over Nazareth Branch but continued to refuse physical crossing of the spur to Penn Allen Cement Company. Track mileage between Bath and Nazareth totalled five and two-tenths miles.

Permanent severance of trackage at Penn Allen spur required a two-section arrangement. Normal operations required the use of two cars each trip, one between Penn Allen and Nazareth and another between Penn Allen and Bath. At the cross-

ing passengers and crew, the latter with control levers in their possession, transferred to the other car for continuation of the trip to the terminus. The car from which the crew and passengers had transferred remained unmanned at the crossing until the return trip. A specially constructed crossing apparatus which conveniently lay along the right of way permitted the transfer of the electric railway company's cars from one section to the other. Location of the carbarn in Christian Spring at the east end of the bridge over the railroad's Nazareth Branch required the frequent use of the apparatus for transfer of Bath-Penn Allen cars which required repairs.

At Nazareth terminus located at the intersection of Mauch Chunk, Belvidere, and Main streets passengers of Allen Street Railway Company conveniently boarded cars operated by Northampton Traction Company, Lehigh Valley Transit Company, and Slate Belt Electric Railway Company for conveyance to various towns located in the Lehigh River valley. In Bath trackage terminated near Lehigh and New England Railroad Company's station. Between Bath and Nazareth the electric railway company served four cement plants.

Allen Street Railway Company purchased two new double truck

arch roof cars in 1912. Inasmuch as the route followed flat terrain the new cars were equipped with one-motor maximum traction trucks. Brown paint represented the company's scheme. During its history the company owned seven cars: one single truck open; two double truck closed; three single truck closed; and one single truck center cab work car. In emergencies Northampton Traction Company transferred cars to Allen Street Railway Company in Nazareth by laying temporary trackage between termini over Lehigh Valley Transit Company's track.

After World War I the system progressively degenerated. Meanwhile, Lehigh Valley Transit Company had become supplier of power. Allen Street Railway Company's officials proposed no plans for improvement except the short extension of trackage in Bath to a point nearer Lehigh and New England Railroad Company's station. By 1926 it had become apparent that the system could no longer compete with highway vehicles. Consequently, railway service ended on January 24, 1927, without public announcement, and shortly thereafter an independent autobus company established service in and around the area served by the electric railway company.



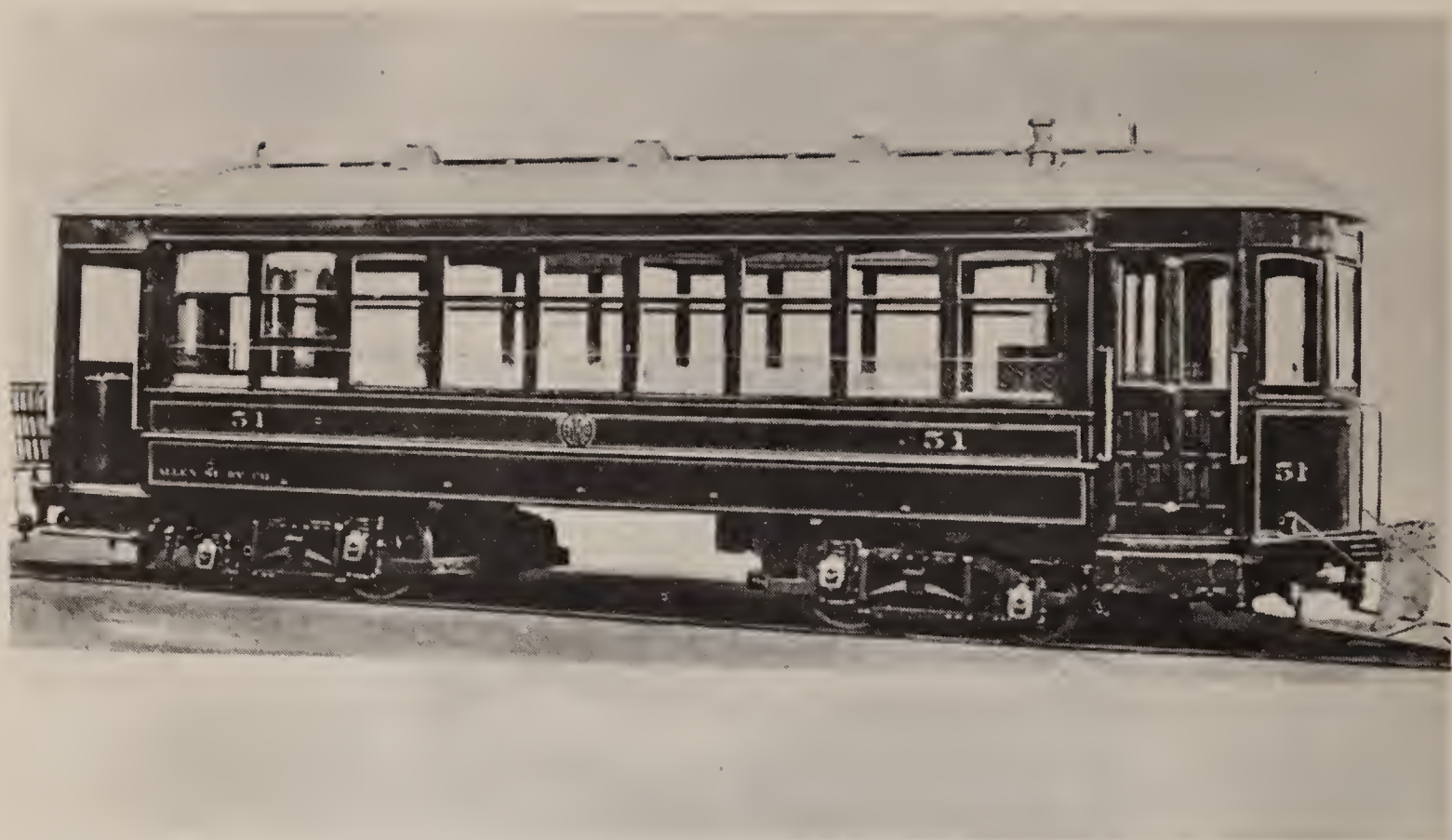
Frank L. Keller Collection

Two young ladies pose with single truck car No. 4 at car barn near Christian Spring, circa, 1909.



Howard E. Johnston Collection — North Jersey Chapter, N.R.H.S.

Single truck car No. 6 stands at eastern terminus at Mauch Chunk, Belvidere, and Main streets in Nazareth, 1910.



James H. Richards Collection

Builder's photograph of double truck car No. 51 which Allen Street Railway Company purchased in 1912.



Frank L. Keller Collection

Westbound double truck car No. 50 crosses viaduct which bridged Lehigh and New England Railroad Company's Nazareth Branch near Christian Spring, circa, 1920.

STROUDSBURG TRACTION COMPANY

Attractive vacation resorts which lined the right bank of Delaware River at Delaware Water Gap beckoned vacationers and honeymooners at the turn of the century. Philadelphians particularly found the area's natural beauty most relaxing in comparison to the tempo of a large city.

Lehigh Valley Transit Company, attempting to directly connect Philadelphia and Delaware Water Gap with electric railway routes, introduced comfortable interurban excursion service between Chestnut Hill and Portland commencing July 17, 1908, by operating over Slate Belt Electric Railway Company's trackage between Nazareth and Bangor and Bangor and Portland Traction Company's trackage between Bangor and Portland. From Portland northward to the gap passengers patronized steam locomotive train service and, later, autobus accommodations. Meanwhile, on July 10, 1907, Stroudsburg and Water Gap Street Railway Company inaugurated service southward from Stroudsburg to Delaware Water Gap. The electric railway company built a car barn and office in Stroudsburg.

Lehigh Valley Transit Company, anxious to establish electric railway service to and from the front doors of various hotels in the gap, invested \$50,000 in Water Gap and Portland Street Railway Company. The engineering corps of The Delaware, Lackawanna and Western Railroad Company (now Erie - Lackawanna Railroad Company) dynamited portions of the mountain at the gap on February 21, 1911, and provided right of way space which the street railway company rented from the railroad. Immediately, construction of standard gauge trackage com-

menced southward along the public highway from Stroudsburg and Water Gap Street Railway Company's terminus in Delaware Water Gap to Bangor and Portland Traction Company's terminus in Portland, a distance of five miles. Stroudsburg and Water Gap Street Railway Company and Water Gap and Portland Street Railway Company merged on April 1, 1911, and formed Stroudsburg, Water Gap and Portland Railway Company. During October, 1911, several weeks after the vacation season had ended, the new company inaugurated service between the gap and the north side of Lehigh and New England Railroad Company's main line in Portland. Refusal of physical crossing privileges by the railroad company created a situation in effect throughout the electric railways' existence, by which patrons walked across the track between termini of the individual electric railways. Open screen - sided double truck cars painted lemon yellow maintained schedules during summer months but orange painted single truck closed cars operated during other months. The electric railway company acquired power from private industry.

Lehigh Valley Transit Company's discontinuance of Delaware Water Gap excursion service after the close of the 1915 vacation season eliminated a source of revenue for all small companies involved in the arrangement. Loss of this income plus modest revenues from a local rural service created financial hardships.

Stroudsburg Traction Company, incorporated in July, 1917, leased Stroudsburg Passenger Railway Company and Stroudsburg, Water Gap and Portland Railway Company and created a consolidated system fourteen and one - half miles in

length. The passenger railway company had been organized on February 14, 1868; established horse car service on September 10, 1871; converted to steam dummy car operation in April, 1892; and adopted electricity shortly thereafter.

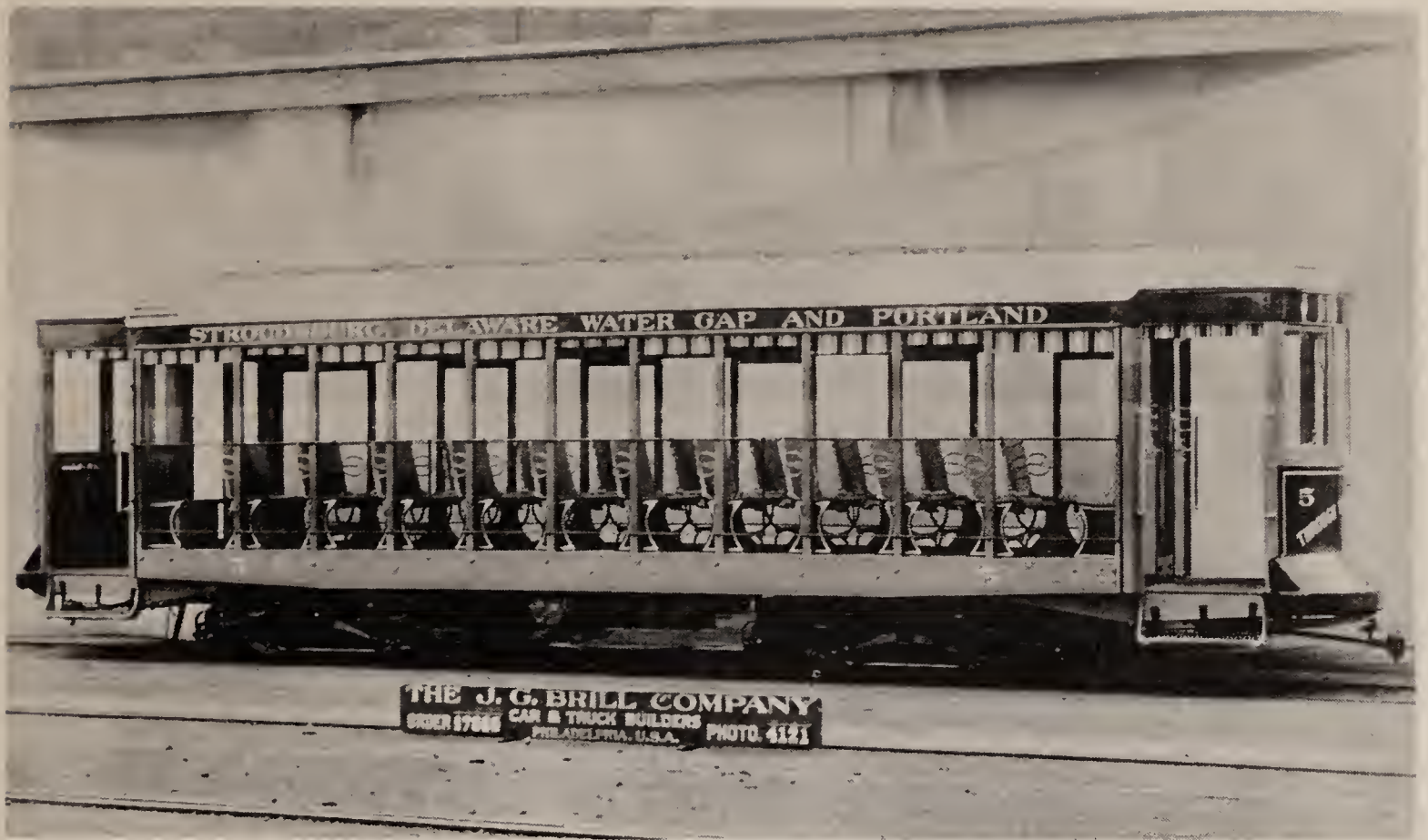
The Delaware, Lackawanna and

Western Railroad Company cancelled Stroudsburg Traction Company's lease of right of way through Delaware Water Gap on November 30, 1926, and service subsequently ended between the gap and Portland. Stroudsburg Traction Company abandoned its remaining street railway service in 1928.



Howard P. Sell Collection

Double truck closed car No. 1 enroute from Stroudsburg to Delaware Water Gap approaches the gap from Godfrey Ridge, circa, 1911.



John T. Derr Collection

Builder's photograph of Stroudsburg, Water Gap and Portland Railway Company's double truck open car No. 5, 1912. Open cars operated summer service between Portland and Delaware Water Gap.



D.L.
W.Rd

Randolph L. Kulp Collection

Open car No. 4 operates along main line from Portland toward Delaware Water Gap, circa, 1912.



Howard P. Sell Collection

Open car No. 5 passes through Delaware Water Gap enroute to Portland, circa, 1912.

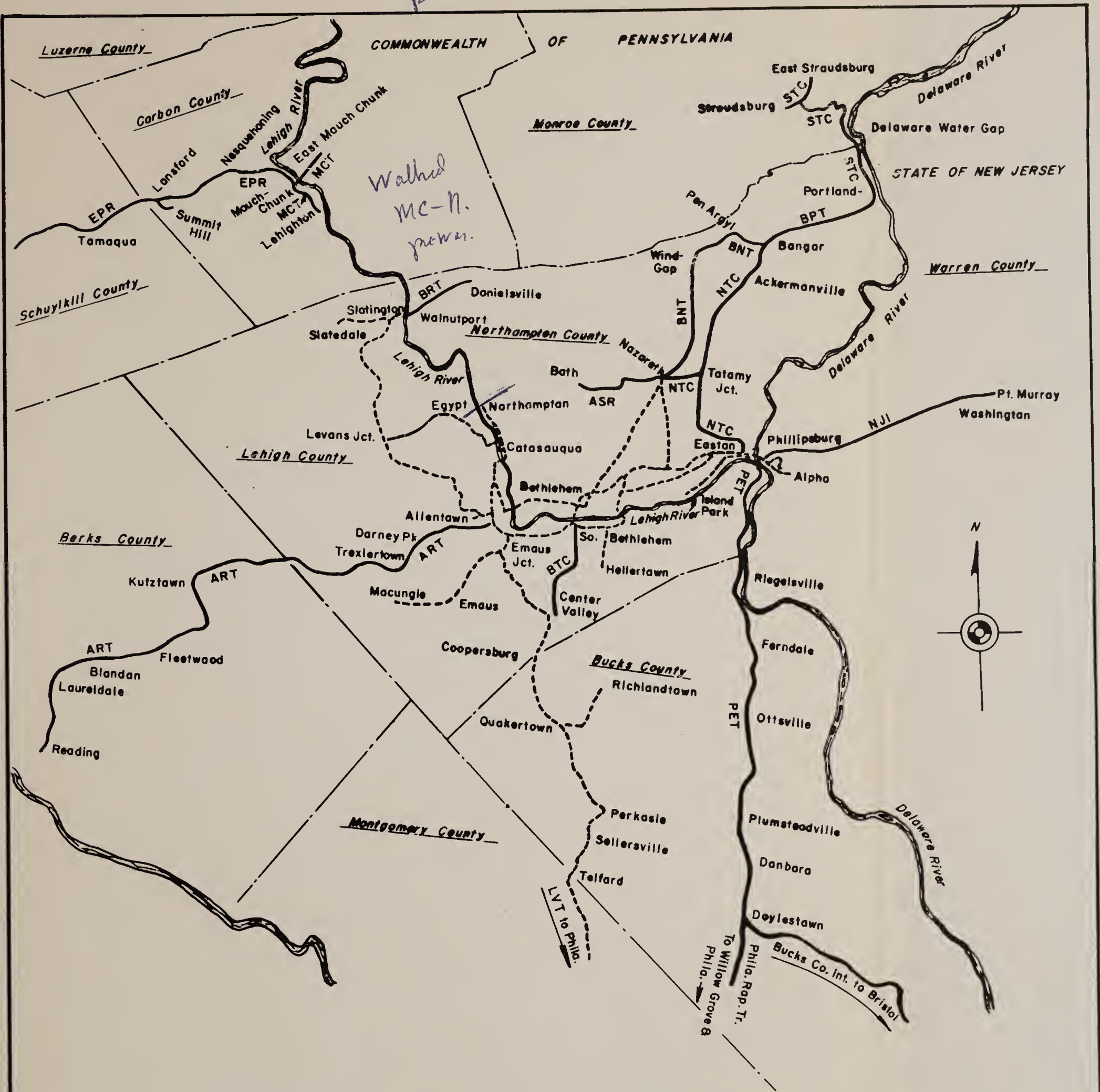


Stephen D. Maguire Collection

Closed car No. 2, assigned to the Stroudsburg-Delaware Water Gap schedule, stands in Delaware Water Gap's spur trackage prepared for return trip, circa, 1912.

Walked
with mch
part war.

Walked
MC-N.
pre-war.



SHORT TROLLEY LINES IN THE LEHIGH RIVER VALLEY

LEGEND

ART Allentown & Reading Traction Co.
ASR Allen Street Railway Co.
BNT Bangor & Nazareth Transit Co.
BPT Bangor & Portland Transit Co.

BRT Blue Ridge Traction Co.
BTC Bethlehem Transit Co.
EPR Eastern Pennsylvania Railways Co.
MCT Mauch Chunk Transit Co.
— Lehigh Valley Transit Co.

NJI New Jersey Interurban Co.
NTC Northampton Transit Co.
PET Philadelphia & Easton Transit Co.
STC Stroudsburg Traction Co.

MAP DRAWN BY: A.W. MAGINNIS FOR LVNRHS

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